554

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UNITED STATES PATENT OFFICE

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ol. XI

No. 1

THE BEARINGS



THE CYCLING AUTHORITY OF AMERICA

....CHICAGO, FEB. 1, 1895....

REINFORCEMENTS.

The necessity of reinforcing the tubing of light bicycles at its junction with the frame forgings is too apparent to require argument.

The only question for discussion is: What form shall the reinforcement take? It is a well-known fact that vibration is the deadliest enemy of the bicycle and especially of steel tubing, and that where vibration is suddenly checked, there the metal will crystallize and become brittle and weak.

This being so, we have devised a pattern of reinforcement, which, while adding little to the weight of the bicycle, imparts a marvelous strength to its joints and at the same time absorbs the vibrations of the frame gradually and protects the tubing at its junction in a way which renders dangerous crystallization impossible. Because it takes the form of the letter X when in position, we call our patented reinforcement the X-CLUSIVE, and the sides being turned over to what is almost a right angle, give a safe surface for brazing, and one up which the molten brass readily runs.

The ends facing away from the forgings are tapered from their centers out to a point, and therein lies the power of absorption.

That's why we use the X-clusive Reinforcement on the UNION CRACKAJACK.

The proof of their utility can be found in the fact that our entire output of '94 Union Specials were fitted with this device, and all the world knows that no wheel ever built surpassed the UNION SPECIAL FOR STRENGTH.

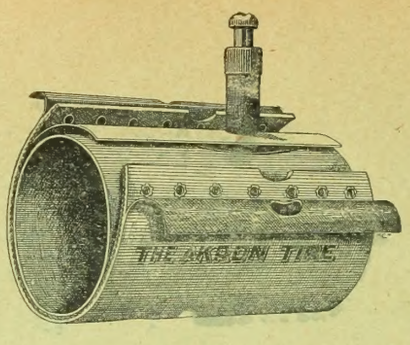
UNION CYCLE MFG. CO.

Branches: Philadelphia--Milwaukee.

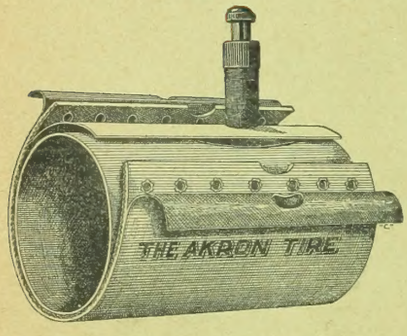
239-243 Columbus Ave., BOSTON. .....

P. S.—Our catalogue is full of GOOD SENSE. WRITE FOR ONE.

AKRON TIRES



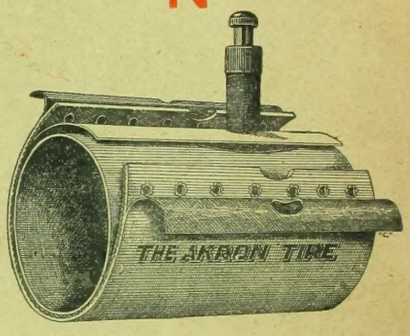
AKRON TIRES



TWO AKRON GRADES

AKRON

"A" AND "B"



AKRON TIRES

AKRON TIRES

The B. F. Goodrich Co.,

Selling Agents,
The Columbia Rubber Works Co.,
NEW YORK—65 Reade St.
CHICAGO—159 Lake St.

Akron Rubber Works,
AKRON, OHIO.

AKRON TIRES

If your taste runs to mechanically-fastened tires,
you want the

"G. & J." TIRE

For either wood or steel rims.

Manufactured by

THE B. F. GOODRICH CO.,

Akron Rubber Works, AKRON, OHIO

Selling Agents,
THE COLUMBIA RUBBER WORKS CO.,
NEW YORK—65 Reade St.
CHICAGO—159 Lake St.

Christmas and New Year in France.

World's Records Broken on "G. & J." Tires

By Buffel and Corre.

6-HOUR RACE, at Velodrome d'Hiver, Dec. 16, Buffel, competing with twenty of the best French riders, came in first, BREAKING THE WORLD'S RECORD for covered track (218 kil. 926 m.).

1,000-KILOMETER RACE, Dec. 25, Corre won second prize, riding better than world's record time from 24 hours up.

12-HOUR RACE, Jan. 1, Corre second, Buffel third prizes. In this event Corre broke the WORLD'S RECORD for 250 KILOMETERS (7 hrs. 7 min. 34⅖ sec.), the only record broken in the race.

Both Corre and Buffel rode Double Tube "G. & J." Tires.

Any maker or dealer will supply the "G. & J." Insist.

'1895 TIRE MANUAL" and "HOW TO GET A NEW TIRE FOR AN OLD ONE" free upon application.

Gormully & Jeffery Mfg. Co.

N. Franklin and Institute Place, Chicago.

Branches and Riding Academies at

CHICAGO, 85 Madison St., BOSTON, 174 Columbus Ave. NEW YORK, Cor. 57th St. and B'dway.
WASHINGTON, 1325 14th St., N. W. COVENTRY, ENG., 29 Union St. BROOKLYN, 419-421 Flatbush Ave.
DETROIT, 201 Woodward Ave. FRANCE, Vital Bouhours, Licensee, Paris.

DO YOU KNOW

That the Newton Rubber Works, of Newton Upper Falls, Mass., are **guaranteeing** their Straus & Newton Single Tube Tires to be repairable, or replacing the punctured tires with new ones free of cost?

DO YOU KNOW

That, of the many tire concerns exhibiting at the New York Show, none did more business than this same Newton Rubber Works? Of course, nearly every other exhibitor will advertise and tell you that his particular wares were the sensations of the show. It's amusing and you can afford to smile. The Newton people are not boasting of sensations, but their order book tells its own satisfactory story.

The combination of quality and price which they are offering brought its own reward.

Their offer still holds good, to maker, dealer, and repairer alike.

Their pamphlet, to be had for the asking, tells all about their good. It's worth sending for.

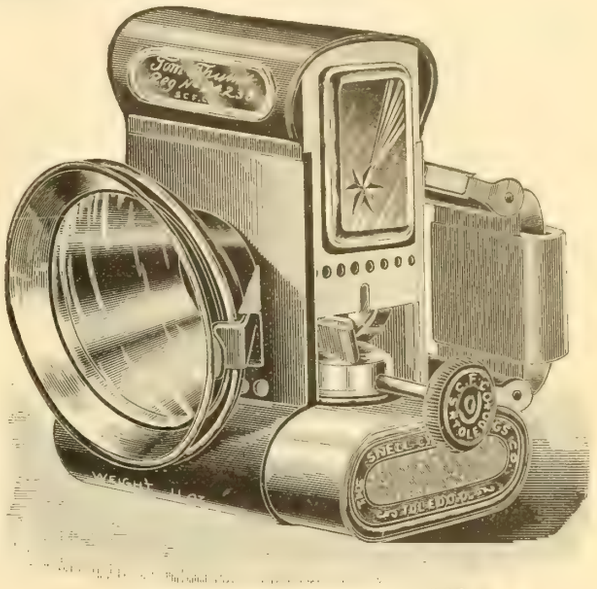
THE SNELL CYCLE FITTINGS CO.

TOLEDO, OHIO,

MANUFACTURERS OF HIGH GRADE COMPONENT PARTS OF CYCLES.

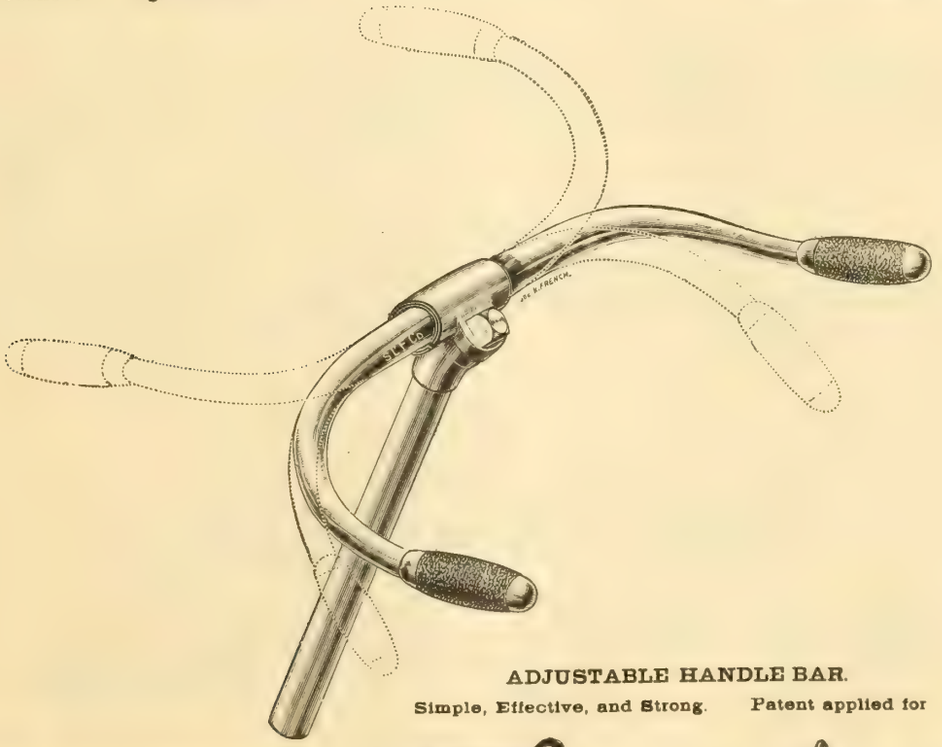


Burns kerosene oil—Reg. No. 46652.



TOM THUMB—Reg. No. 24238

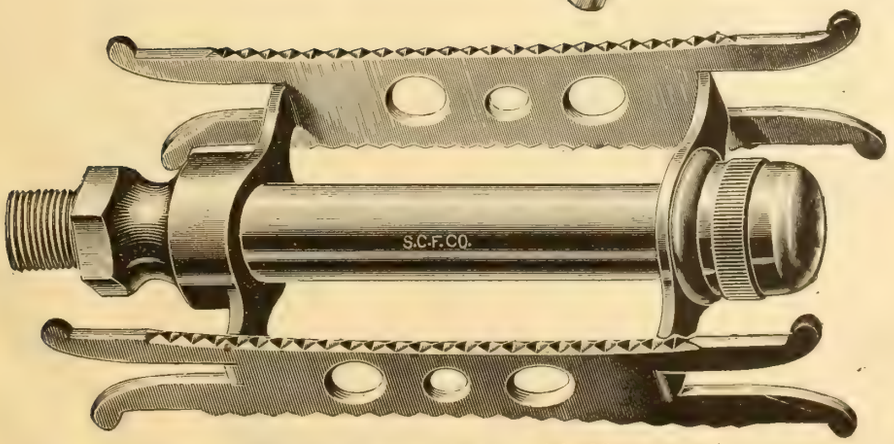
Send for Catalogue of Complete Line of Component Parts and Sundries.



ADJUSTABLE HANDLE BAR.

Simple, Effective, and Strong. Patent applied for

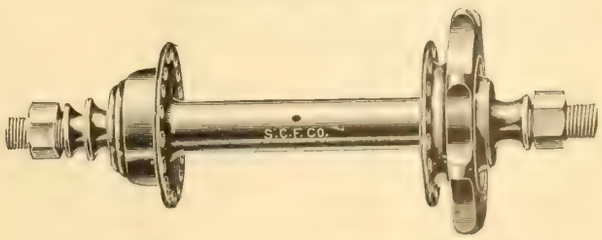
Did you see them at the Cycle Show?



SNELL'S LATEST PEDAL, weight 12 oz. per pair. (Patent applied for.) More coming.



1895 PATENT HUB.



Ball will not fall out when axle is removed
16 oz. per pair, interchangeable sprockets

Mention The Bearings

The W.S.C.H. Cycles

ARE ATTRACTING THE MOST ATTENTION AT THE CYCLE SHOW THIS WEEK

AND THEY DESERVE IT, TOO.

25 STYLES,

24 to 28-inch wheels, 18 to 29 lbs.

The Warman-Schub Cycle House,

MANUFACTURERS,

116 to 128 N. Lincoln Street,

CHICAGO, ILL.

THE CLEVELAND

At the Chicago and New York Cycle Shows

Commanded greater attention than any other wheel. The verdict of the public and acts of the progressive trade are conclusive that The Cleveland leads the van of high-grade manufacture.

OUR SWELL SPECIALS

Are admitted to be of superlative elegance, indicative of a demand that places The Cleveland in the foremost rank of the great leaders of the cycle trade. These facts suggest early application for terms and territory.

H. A. Lozier & Co.

CLEVELAND, OHIO.

BRANCH HOUSES:

337 Broadway, New York, N. Y.
304 McAllister St., San Francisco, Cal.
1724 N. Broad St., Philadelphia, Pa.

Why did we do the largest business in Wood Rims at the Chicago and New York Cycle Shows?

Do you know of anyone making a finer bicycle than we?

WOOD RIMS

FINISHED FIT TO KILL.

HAVE YOU SEEN

THE JOINT?

Have you examined the construction and workmanship of our wheels?

Do you know us? Why shouldn't we make the best?

H.T. SCORCHER

Marion Cycle Co.

Factory:

Marion, Ind.



Made by the Marion Cycle Co.

AGENTS FOR HALLADAY-TEMPLE SCORCHER:

GEO. WORTHINGTON CO., Cleveland, Ohio—Michigan, Eastern Ohio, Western New York.
BURTIS & ZIMMERMAN, Asbury Park and Freehold, N. J.—State of New Jersey.
PORTER & GILMOUR, 1773 Broadway, New York—New York City.
MORGAN & BEACH, Ft. Wayne, Ind.—N. E. Cor. of Indiana and adjoining Counties in Ohio and Michigan.
A. L. DEANE & CO., 1116 Farnam St., Omaha, Neb.—State of Nebraska.
ALADDIN CYCLE CO., 605 Delaware St., Kansas City, Mo.—Kansas.
A. L. DEANE & CO., 1724 Lawrence St., Denver, Colo.—Colorado.

RALPH TEMPLE CYCLE Co

Agents for West and Northern States.

2208 MICHIGAN AVE., CHICAGO, ILL.

Wilhelm Bicycles.

We exhibited at the New York Show the finest line of wheels, including the new

Wilhelm Tandems,

ever offered to the trade. Only the very latest and best in design, finish, workmanship, and material enter into their construction. To fully appreciate the excellent qualities incorporated in the best bicycle on earth, send for catalogue.

W. H. WILHELM, & CO.,

Manufacturers, HAMBURG, PA., U. S. A.

GENERAL REPRESENTATIVES:

THE GEO. WORTHINGTON CO., Cleveland, Ohio—Ohio, Indiana, Michigan, and Western New York.

E. P. CHESBRO & CO., Willimantic, Conn.—Connecticut, Rhode Island, Massachusetts, Vermont, and New Hampshire.

PACKER CYCLE CO., Reading, Pa.—Pennsylvania, Maryland, New Jersey, and Delaware.

F. B. PARSHLEY, York Beach, Maine—Maine.

C. R. JORDAN, Santa Barbara, Cal.—California.

KANSAS CITY BICYCLE CO., Kansas City, Mo.—Kansas and Missouri.

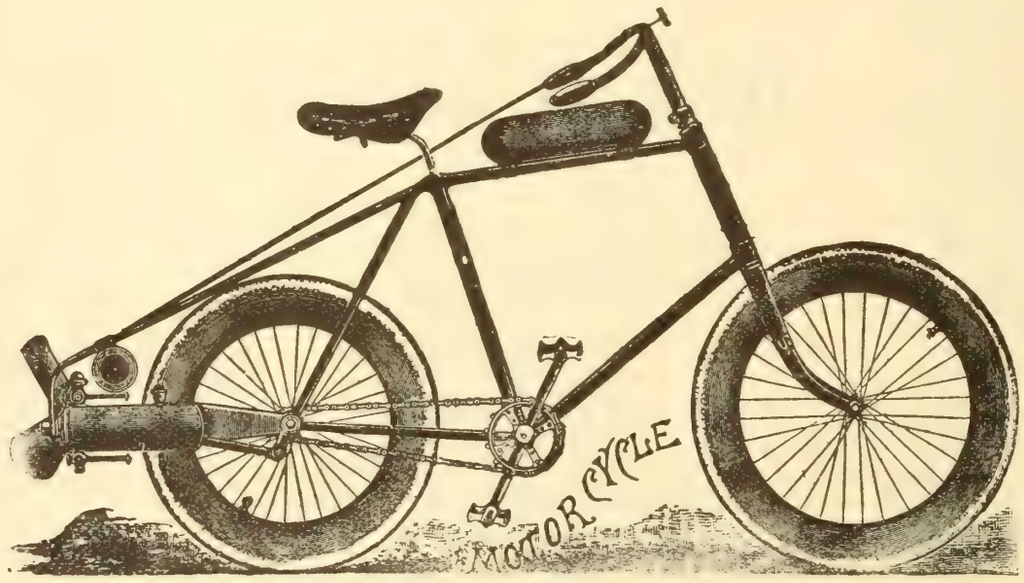
The Motor Cycle Co.,

Offices: CLEVELAND, NEW YORK, CHICAGO, WASHINGTON.

The Hitchcock Mfg. Co., Cortland, N. Y.

We have the largest bicycle factory in the world.

For prices write the HITCHCOCK MANUFACTURING Co.



SEE WHAT PROMINENT PEOPLE SAY ABOUT OUR

MOTOR CYCLE.

TESTIMONIALS:

CLEVELAND, OHIO, Nov. 26, 1894.

MESSRS. THE MOTOR CYCLE CO., City.

Gentlemen: In answer to your inquiry would say, as one of the oldest bicycle riders in the city of Cleveland, having one of the first ball-bearing bicycles, the first safety, and the first pneumatic-tired safety that came to Cleveland, I was, therefore, very anxious to try the new Motor Cycle, and found I was the first to ride it after being brought out. After riding it several times, I am compelled to say that the machine is certainly a very wonderful invention, and capable of making great speed. I had no difficulty in riding it as the machine went right off on my first attempt. In starting I mounted it as I would a regular bicycle, turned on the fluid, touched the electrical button, put my feet on the coasters, and was off. It was the first time in my sixteen years' experience I have had the pleasure of coasting a long distance on level road. Yours sincerely,

(Signed) J. H. COLLISTER.

Mr. Collister is the manager of the Davis & Hunt Company, of Cleveland, Ohio, and is a third owner in same. He is one of the oldest bicycle riders in northern Ohio, and has a national reputation.

CLEVELAND, OHIO, Nov. 26, 1894.

THE MOTOR CYCLE CO.

Gents: You asked me for my experience when taking my first ride on the Motor Cycle. I can say that I rode it on my first attempt. Saw it climb the hills in Wade Park, and run at a speed faster than many of our fast riders would care to take on the road.

The motor was attached to an old frame; when a new frame is made for the Motor that will be strong enough, it will, undoubtedly, be a very taking machine. (Signed) RALPH WORTHINGTON.

The preceding letter is from the well-known hardware concern of Cleveland, Ohio. Mr. Worthington is fifty years of age, and is one among the most prominent hardware men of the United States.

CLEVELAND, OHIO, Nov. 29, 1894.

MR. E. J. PENNINGTON, Pres. The Motor Cycle Company:

Dear Sir: In answer to your letter asking my opinion on the Motor Cycle: Am pleased to say I was among the first in Cleveland to try this machine. When I attempted to ride this one found there was little to learn, it went off at first as easy as though I had ridden it all my life. It did not take long to learn to adjust the speed. Could go as slow or as fast as I wished by regulating the oil valve on the handles. I have always been interested in bicycles and all kinds of machinery, and think the engine used on this wheel is by far the most powerful one I ever saw for its size

As a reference, would be glad to give any one of your friends my opinion on your great invention.

Very respectfully yours,

(Signed) W. J. MORGAN.

Mr. Morgan, of the well-known firm of W. J. Morgan Lithograph Company, of Cleveland, Ohio, is not only well known in this country but in foreign countries.

The rating of any of the above firms can be easily ascertained by looking at Bradstreet's or Dun's. We would be pleased to have any one write them a personal letter.

We have many other testimonials which can be seen at our office at any time.

A. G. SPALDING & BROS., 147-149 Wabash Ave., Chicago, carry a complete line of Motor Cycles and Victorias.







The eye can't escape it.

Nor can contemporary dealers escape the powerful competition our No. 19 will give them.



A SUCCESSFUL RETAILER will talk nine minutes on points of merit to one minute on price.

Our 21-lb. Roadster has an abundance of **STRONG POINTS** of merit, distinctively our own. They are easily explained and powerfully convincing.

If you are in business for something over a mere living, sell the **"GENDRON"** and make a margin that will reward your time and selling ability.

SECURE THE AGENCY NOW; MARCH 1st MAY BE TOO LATE.

GENDRON IRON WHEEL CO., TOLEDO, OHIO.





THEY STRENGTHEN WOOD RIMS

THEY ARE ALSO ATTACHABLE.

When it is necessary to DETACH them all you have to do is to remove them, otherwise they stay on the Rim.

Everybody is using New York Tires this year

Order your wheels fitted with New York Light Tires; any bicycle manufacturer will furnish them.

IF OTHER LIGHT TIRES ARE GIVING YOU TROUBLE TRY OURS.

NEW YORK TIRE CO.,

23 Warren Street, - - - NEW YORK.

230 CAXTON BLDG., CHICAGO, ILL.

NEW YORK. BOSTON. CHICAGO.

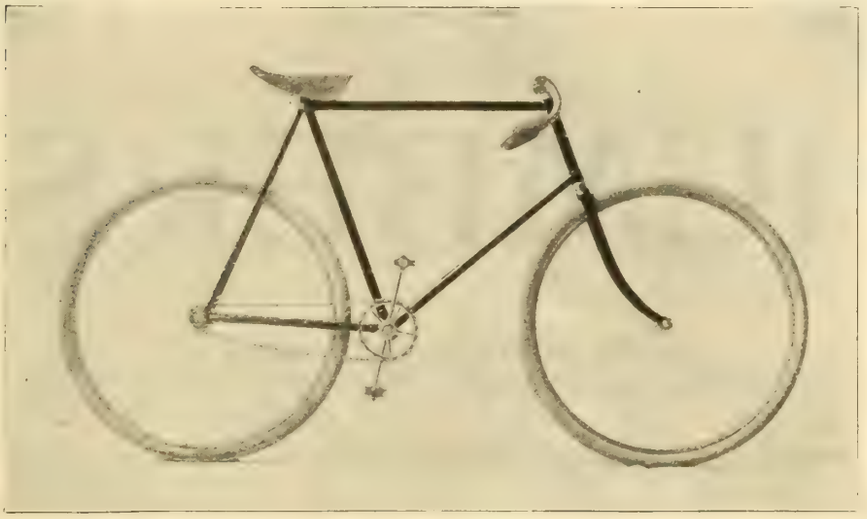
Eastern Agents for the Plymouth Wood Rim. All sizes in stock.

NATIONAL SUCCESS!

A demonstration of the Riders' appreciation of a

PERFECT BICYCLE

GET NATIONAL CATALOG



GET NATIONAL CATALOG

AN EARLY REMINDER: Road Record, Los Angeles to San Diego, Cal., beaten 4 hrs. 35 min.—Twenty-two Miles of it over R. R. Ties—Four Hours Night Riding—In the Ditch Twice and no Damage.

Why do they say, "IT'S A DANDY"?

GET NATIONAL CATALOG



GET NATIONAL CATALOG

ATTENTION TO DETAIL MAKES THE PERFECT WHOLE.

National Cycle Mfg. Co. Bay City, Mich.

Mention The Bearings.

The Standard of Quality in All Parts of the World

HUMBERS

COPIED BY ALL MANUFACTURERS
IN THE WORLD.....

HUMBERS are used by the nobility of Europe and the aristocracy of America.
The world's greatest riders and the world's champions ride Humbers. Why?

Humbers can not be made for $100.

They are a little higher in price, but---

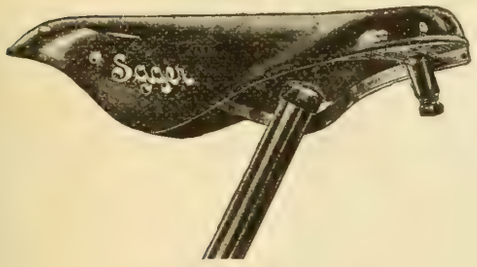
HUMBER & CO., AMERICA, LIMITED.

LONDON. PARIS. NEW YORK.

FACTORIES--Beeston, England; Westboro, Mass.
AMERICAN OFFICE--318 Broadway, N. Y.

Nothing in Sight of Sagers

COMPARISON INVARIABLY WINS US ORDERS.



A1. With Direct Post.



X1.



Pneumatic Pads.

IMITATION IS THE SINCEREST FLATTERY. Just notice how some people flatter us. Then they are a year behind and can never attain the perfection which always characterizes Sagers. Better stick to a poor idea than to be guilty of a clumsy imitation.

Saddles with all adjustments weighing only from 12 to 20 ounces. Manufacturers of Beauty Child's Seats, Pneumatic Pads, Toe Clips, &c.

Sager Manufacturing Company,

PARKHURST & WILKINSON,
General Western Representatives for Saddles.

ROCHESTER, N. Y.

MENTION THE BEARINGS

THE MOST POPULAR TIRE AT THE SHOW was

THE WEBB

SEE THEM ON CLEVELAND WHEELS.

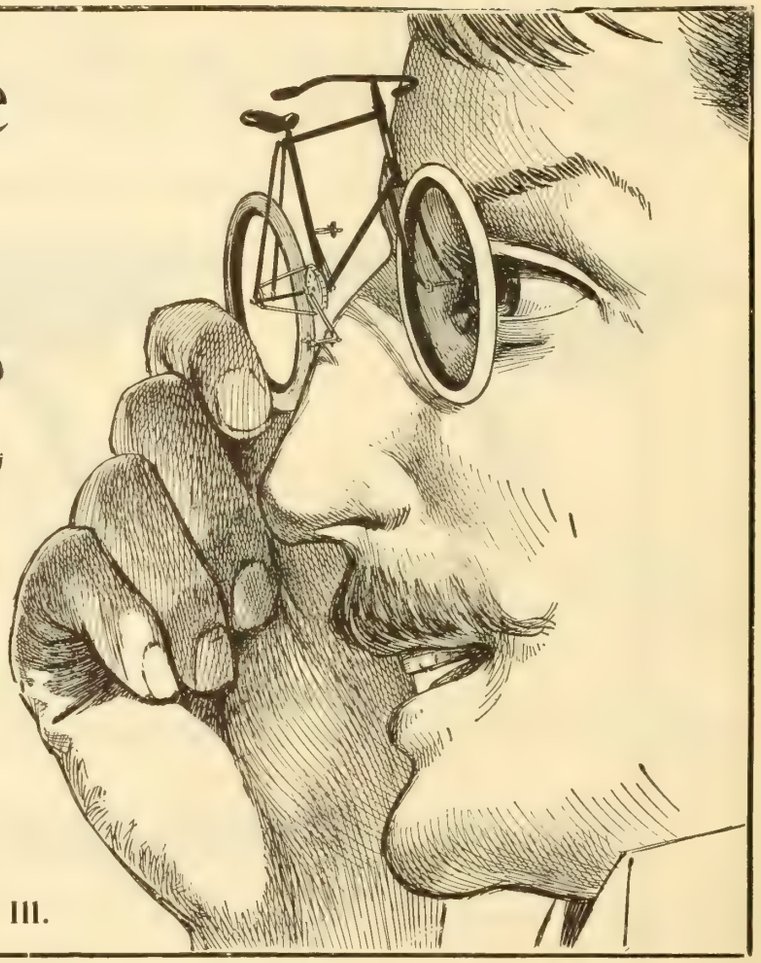
Others are talking, we are doing business. More BRANDENBURG PEDALS were in use at the show than all others combined.

PARKHURST & WILKINSON,

CHICAGO.

Mention The Bearings

You Can Pick the "Imperial Wheels"



from a group of cycles because of their ease and swiftness of motion and the evident enjoyment of their riders.

What! Don't you handle them?

Then send for our catalogue and terms to dealers.

AMES & FROST COMPANY.

Blackhawk St. and Cherry Ave., Chicago, Ill.

MENTION THE BEARINGS.

THE BISON

WHEELS FOR 1895

Are leaders in every respect, and will be more popular than ever this season.

Lighter, Stronger, and Easier Running.

If you want to secure the agency for quick-selling, up-to-date wheels, write for catalogue and terms to the makers.

Liberal discounts to the trade.

Gibson & Prentiss Cycle Co.

BUFFALO, N. Y.

Mention The Bearings

FENTONS FOR 1895

Agents
for Tennessee,
Dudley Bros. & Black,
Nashville, Tenn.



Plant and Office Building of the Fenton Metallic Mfg. Co., Jamestown, N. Y.

Agents for
Colorado and Nebraska,
A. L. Dean & Co.,
Denver, Colo.

FENTON TRACK RACER, 17 LBS.,
FENTON ROAD RACER, 21 1-2 LBS.,
FENTON LIGHT ROADSTER, 24 1-2 LBS.,
FENTON FULL ROADSTER, 28 LBS.,

PRICE--
$100

The same standard of excellence will be maintained on our 1895 product as formerly.

All Fenton Bicycles fitted with
the Fenton Adjustable Bar.

FENTON METALLIC MFG. CO.

MENTION THE BEARINGS

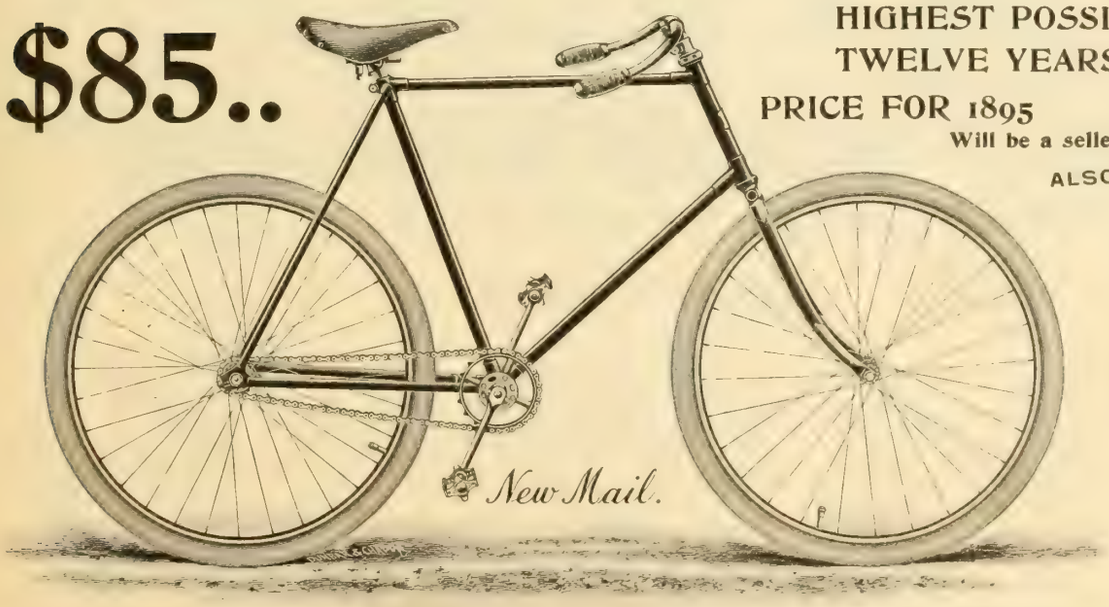
JAMESTOWN, N. Y.

To the Large Trade--Don't Order

Your '95 stock until getting our quotations of the best line high and medium grade wheels in the market . . .

New Mail

$85..



HIGHEST POSSIBLE GRADE.
TWELVE YEARS' REPUTATION.

PRICE FOR 1895 - - - **$85**

Will be a seller at this price.

ALSO

TEMPLAR, 28 in. man's wheel,		$60.00
ATALANTA, 28 in. ladies'	"	60.00
RED CLOUD, 26 in. boys'	"	50.00
WHITE WINGS,		50.00
WHISTLER, 24 in. boys' wheel,		40.00
WHISTLER, 24 in. girls'	"	40.00
CHERUB, - - - - -		15.00

Best selling line for the trade.
Discount to trade.

Address for quotations. Send for catalogue.

Wm. Read & Sons,

107 Washington St.,
Established 1826. BOSTON, MASS

MENTION THE BEARINGS

TIME AND LABOR SAVER!

WHAT?

THE

MUNGER,

BUILT LIKE A

BICYCLE.



Exclusive West Side Chicago Agent,
C. E. GRAHAM, Madison and Robey Streets.

Exclusive South and North Side Agent,
A. T. HEYWOOD, Room 904, 48 Van Buren St., Chicago.

MUNGER CYCLE MANUFACTURING COMPANY,

INDIANAPOLIS, IND.

Mention The Bearings

Lu-Mi-Num. NO ENAMEL TO SCRATCH. Lu-Mi-Num. VERY STRONG. Lu-Mi-Num. RELIABLE. Lu-Mi-Num. LIGHT. Lu-Mi-Num. RESILIENT FRAME. Lu-Mi-Num. REPUTABLE. Lu-Mi-Num. THE LATEST. Lu-Mi-Num. NO WORRY. Lu-Mi-Num. NO BENT FRAMES. Lu-Mi-Num. EASIEST RUNNING. Lu-Mi-Num. PERFECT ALIGNMENT. Lu-Mi-Num. ALWAYS UP HILL. Lu-Mi-Num. POPULAR. Lu-Mi-Num. BEST TO SELL. Lu-Mi-Num. NO RIVAL. Lu-Mi-Num. NO BRAZED JOINTS. Lu-Mi-Num. DURABLE. Lu-Mi-Num. GUARANTEED. Lu-Mi-Num. MATCH IT IF YOU CAN. Lu-Mi-Num. BEST TO RIDE. Lu-Mi-Num. NO TUBING TO BEND. Lu-Mi-Num. ELEGANT. Lu-Mi-Num. MECHANICALLY CORRECT. Lu-Mi-Num. NO BREAK-DOWNS. Lu-Mi-Num. ALWAYS WINS COASTING. Lu-Mi-Num. UP TO DATE. Lu-Mi-Num. UNEQUALED. Lu-Mi-Num. NO NICKEL TO TARNISH. Lu-Mi-Num. BEST.

Mr. DEALER

Have you an Aluminum bicycle in your line? You ought to have, for people are beginning to ask for them. They have heard that they are better than steel.

Better get the agency while you can, for it will be a good thing to have.

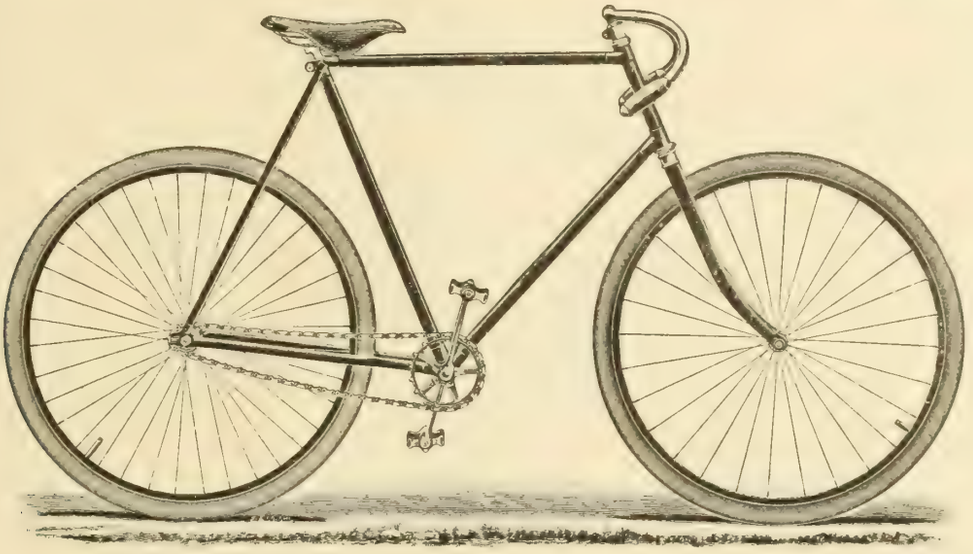
ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,

Catalogue for the asking. ST. LOUIS, MO.

Mention The Bearings

The James
Imported.

The Gladstone
Domestic.



THE JAMES TRACK RACER, 16 1-2 lbs.

The James Cycle Importing Co.,
103 Adams Street, CHICAGO.

MENTION THE BEARINGS

BREEZE-IN-THE-FACE

You may shake your head and shiver now, but wait until sultry summer comes, and you'll long for a breath of this blood-quickening, brain-clearing air. Then if you've a

The LIGHT RUNNING THISTLE BICYCLE

You can find refreshing, cooling breezes everywhere with scarcely any exertion. Write to the

EXCELSIOR SUPPLY COMPANY, 276-278 Wabash Ave., CHICAGO,

For Latest Catalogue.

Mention The Bearings.

SEND FOR 1895 CATALOGUE.



RESPONSIBLE AGENTS WANTED.

Mention The Bearings

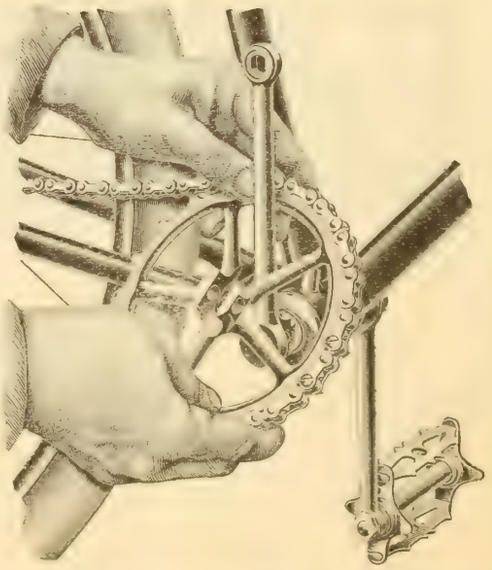
TRULY
The Liberty
IS AMERICA'S
REPRESENTATIVE
BICYCLE
THE LIBERTY CYCLE CO.
4 WARREN ST NEW YORK.

It was the talk of the Show

That **Detachable Sprocket.**

The simplicity of it made a hit.

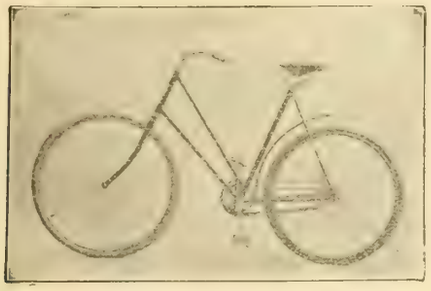
Take your wrench, loosen but ONE BOLT and OFF it comes over the crank. It goes back just as easy. Detachable links in the chain make it a simple matter to alter length of chain when changing gear. There are other good points on '95 "Libertys." Our new catalogue tells about them.



Mention The Bearings

"HOW MUCH OF HUMAN LIFE IS LOST IN WAITING?"

The Man Who Buys an **Andrae...**



IT'S AN ANDRAE.

Thanks his Lucky Star that he did; he is filled with self-gratulation. There is quite a difference between wheels; perhaps you have discovered this.

Julius Andrae Cycle Works, Milwaukee, Wis. U. S. A.

ADVANCE SHEET READY.

Mention The Bearings.

If you want to be in the PROCESSION you must get into the BAND WAGON.

The '95 METEOR

IS AT THE HEAD OF THE LINE.

UNRIVALED. UNEQUALED. UNEXCELLED.

TALK ABOUT RIDING UP HILL—THE METEOR WILL CLIMB A TREE!

WRITE FOR CATALOGUE.

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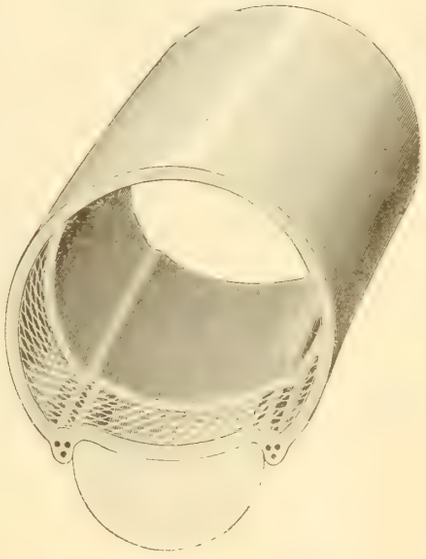
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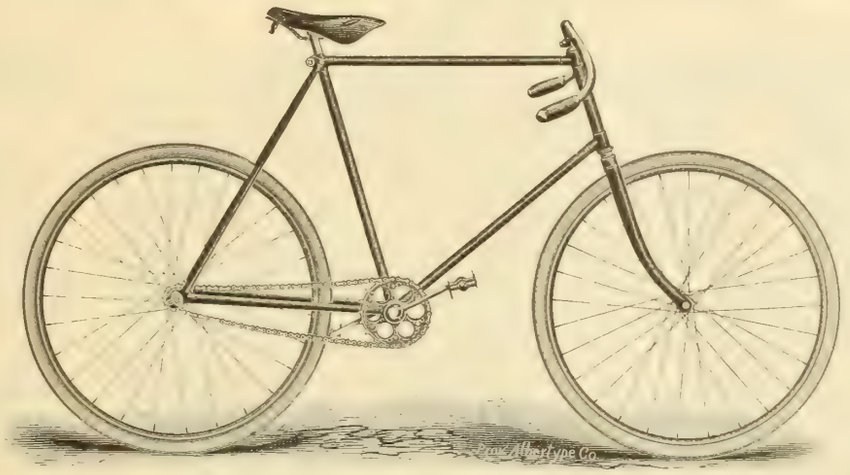
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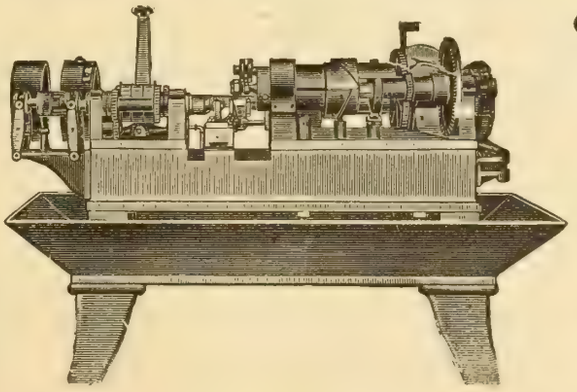
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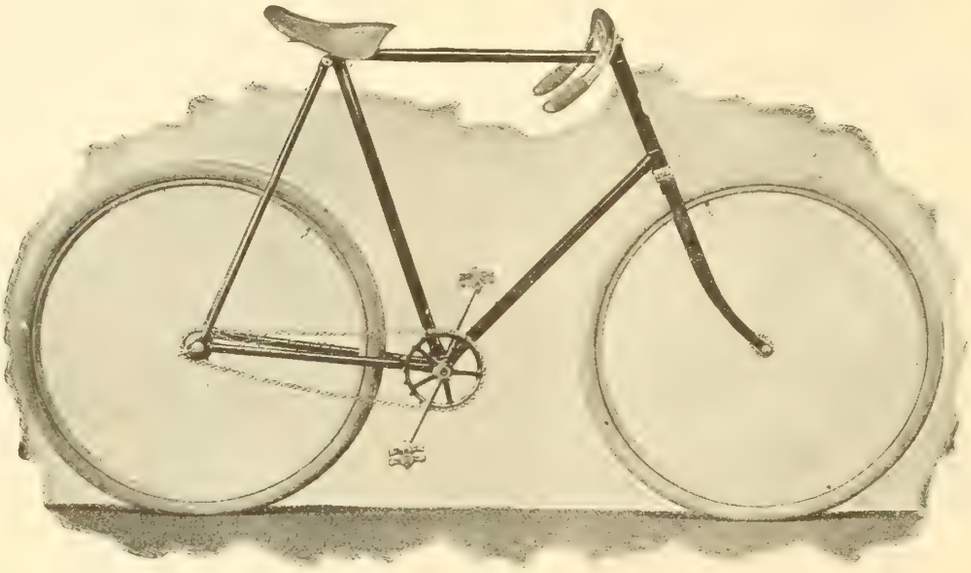
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THE BEARINGS



THE CYCLING AUTHORITY OF AMERICA

Vol XI

No 1

CHICAGO, FEBRUARY 1, 1895.

BOSTON VS. ASBURY PARK.

Beantown Will Give the Seaside Resort a Hot Fight for the League Meet—Other News from the Hub.

BOSTON, MASS., Jan. 26.—Boston has been very quiet this last week, with the exception of three sleigh rides, a minstrel show, and a pool tournament by the Press Club, a dance by the Cambridgeport Club, and several other social events. Many of the Boston people have been at the New York Show either for the entire week or for a day or two. Among them have been Billy Atwell, Billy Warren, C. G. Percival, Jim Linscott, G. Salisbury, George L. Sullivan, Billy Corcoran, Arthur Porter, Nat Butler, Kid St. Onge, Charley Williams, B. B. Emery, W. E. Sanborn, and several others. They had several discussions with the Asbury Park workers, but no blood was spilled.

There is intense indignation among New England wheelmen over the announcement that President Luscomb will offer an amendment cutting down the secretary's salary at the Assembly. They feel that it comes with particularly bad grace from the president. The circular sent out by Mr. Bassett asking for the vote of the delegates against the amendment has been received by the Massachusetts delegates and they will surely vote against it.

Next Sunday the election at the Press Club is held, and Tuesday evening the annual ball, which has come to be looked on as one of the social events of the season in Boston.

Asbury Park Has Begun a Systematic Canvass

of delegates to the National Assembly, in regard to the national meet question. Her circulars signed by Robert Gentle, chief consul of the New Jersey division, have been mailed and rumors of work being done in many ways has come over to Beantown. At the New York show there was a deal of quiet lobbying done by Asbury Park while the few Boston men who were present contented themselves with refuting such statements as seemed to create a false impression of the situation. It is now said that if Massachusetts persists in asking for the meet, the first vice-presidency, and the publication bureau that New Jersey will nominate a candidate to run against Mr. Perkins for the first vice. The probable candidate is James Holmes, ex-chief consul of New Jersey, or Samuel Boyle, the present chief consul of Pennsylvania.

In the circular already referred to, Mr. Gentle says that at Louisville last February Asbury Park

Was Defeated After a Spirited Contest With Denver.

He wisely refrains from any mention whatever of the deal which the then chief consul, Mr. Holmes, plainly made with Spencer T. Williams, acting for the Massachusetts division. He claims that Boston should not have the meet because she has twice had it and because she wants several other things besides. Why should she not ask for several things at once? What division in the League has a better right to ask for favors and several things at once? What other division has done more for the league? What other division has held one fourth or even one fifth of the entire membership?

The Riverside Cycle Club, of this city, the club that felt so incensed last year when the "white" amendment was passed at Louisville, and composed of some of the most intelligent and representative young colored men of Boston, held a meeting the other night in regard to the question, at which some very interesting speeches were made. This meeting was held Tuesday, January 22, and one of the members, J. Harvey Connover, expressed his ideas on the stand the club should take on the question. He said that he was aware of the stand taken by the Massachusetts division at Louisville, and that he was pleased that it

Had Been Loyal to the Colored Man.

He said that the colored man should, however, make the division feel that it did not forget the past and would always be watchful of the future, meaning presumably that it would watch the vote of the Bay State delegation on the amendment to be offered by the Illinois delegation re-amending the constitution of the L. A. W. and again admitting the colored man to membership.

President Hamilton spoke of what he termed "the contemptible acts of some of the southern members of the League," and hoped that the members of the club would show them that they could strike back as well as receive a blow. One point which this club has never been satisfied on is the actual existence of the Union Club, of Louisville, which figured in last year's incident. They have absolutely refused to believe its existence in the face of almost positive proof. Therefore the following utterance will be understood. "It is hoped that no member of the race will so far forget himself as to allow any of those low, mean, and unfeeling oppressors of the race to use him as a tool to try and convince a fair and honest minded people of the justice of debarring a man of his rights and privileges because he has a dark skin."

To Hold a Public Meeting.

It was finally decided to hold a public meeting soon to which several of the leading members of the Massachusetts Division will be invited to speak on the question. The feeling which was shown last year has never abated among the colored people of Massachusetts on the question, and considering that the south has turned in not quite 5,000, the number of members promised on condition of the passage of the amendment, they are on the right side of the thing, so many people think.

The Woodbridge Bicycle Club, of Cambridge, is already making preparations for another minstrel show which is going to far outshine the production they gave last year. They have a committee already at work and this committee has about decided to give the show either May 30 when the state wheelmen will be in Boston or during the time of the national meet later in the summer when

Wheelmen From All Over the Country

will be present. The success of the show of last year was so marked that this announcement will be hailed with interest by the boys.

Sterling Elliott has promised to write an original stump speech and song with hits local and otherwise, and this ensures a bright feature of the programme at all events. This club has always been noted for its clever hits and good work and it was enabled to furnish its clubrooms out of the proceeds of the show of last season. The best talent among the cycling organizations hereabouts has been engaged for the show, and the event will be a unique item of the entertainment of the visiting cyclists.

The Mattapan Road Club has lately moved into a new clubhouse in Mattapan which was built especially for the organization. There are few clubs about Boston which have had a healthier growth than the Mattapan Road Club. In 1891, the men who had ridden together on the road, met and formed an organization which they called a "road" club, because they had met on the road. They had a single room. The first president was F. H. Hird, and the first captain, F. C. Parker. For two years they had been in Oakland Hall, and in September last they began to have constructed a new dwelling place. It has a reading room 26x25 feet, a parlor 22x20 feet, and other large and comfortable rooms to match. The interior is furnished in hard oak, and the lower floor is occupied with stores, which the club rents. The present officers are F. H. Hird, president; J. S. Gray, vice-president; D. T. McLeod, secretary; W. H. Cook, treasury, F. C. Parker, captain; F. A. Buck, first lieutenant; G. W. McLean, second lieutenant. The club has been recently incorporated.

FOR IMPROVING COMMON ROADS.

CAVENDISH, VT., Jan. 27.—The state board of agriculture held an institute here last week, and one of the prominent themes of discussion was the improvement of common roads. L. O. Ranford, of Stamford, for many years a member of the state board and a lifelong resident of Vermont, presented the subject ably and interestingly. The state board will discuss this subject at all its institutes this winter, and try in every possible way to interest the farmers in the necessity of the reform.

It is coming in Vermont as it is elsewhere, and the most important agency will be the farmers themselves. The great influx of city people during the summer and constantly increasing purchases of abandoned farms for summer homes are important factors in the solution of the problem.

53421

HURRAH FOR GOOD ROADS!

Wisconsin takes a Most Important Step and Organizes a Good Roads League—Abbot Bassett's Stirring Speech.

MILWAUKEE, WIS., Jan. 27.—The Wisconsin Division has accomplished considerable in its time, but what is by far the greatest achievment was made on last Tuesday evening at the Hotel Pfister when the Wisconsin League for Good Roads was organized with over 100 charter members, among whom are some of the brightest and most influential men in this state. Besides the members present to sign the charter, over a hundred citizens throughout the state who could not be present sent letters asking that their names be subscribed as charter members. Among the prominent charter members are: Oscar E. Binner, Volney W. Foster, Chicago; Irvin F. Strauss, Ripon; L. W. Thayer, Fond du lac; John Hicks, G. A. Buckstaff, Oshkosh; Wm. M. Foster, H. L. Coe, Port Washington; E. J. Fargo, Robert Fargo, Lake Mills; B. W. Pulling, Marshfield; B. F. Smith Depere; Wm. Starr, Eau Claire; G. B. Winestock, Brandon; Judge Geo. B. Clementson, Lancaster; William H. Rogers, Frank Proudfit, Frank M. Woolton, B. W. Park, McClellan Dodge, Madison; H. George Schuette, Manitowoc; John W. Knight, Andrew Simonson, Racine; William E. Carter, Platteville; J. Frank Cheseborough, Grafton; John E. Reeves, Fond du Lac; ex-Governor William D. Hoard, Fort Atkinson; Thomas M. Blackstock, Sheboygan; James I. Toner, Kaukauna; C. J. Starks, Berlin; James H. Thompson, LaCrosse; Thomas W. Orbison, Appleton; T. J. Fleming, North Greenfield; John Topp, Columbus; G. M. Miller, the Rev. John Faville, Appleton; Bradley G. Schley, Dr. Charles L. Babcock, Otto Dorner, W. L. Simonds, S. W. Gottshalk, George Parker, Charles E. Crane, D. W. Howie, the Rev. Judson Titsworth, J. V. Quarles, the Rev. Henry Secrist, Joshua Stark, A. K. Hamilton, Mayor John C. Koch, Rollin B. Mallory, A. Cressy Morrison. M. C. Rotier, T. W. Spence, R. C. Spencer, C. C. Rogers, S. Wolheim, E. G. Asmus, H. J. Paine, H. J. Andrae, Louis Pierron, Charles Haisch; A. C. Runkel, E. D. Haven, F. W. Erbacher, Dr. H. W. Davenport, C. R. Gether, Alonzo Fowle, John Johnston, William Zimmer, H. C. Schweitzer, L. W. Bunde, Joseph C. Cordes, W. J. Buckley, G. W. Ogden, G. P. Williams, W. T. Durand, George K. Kendall, C. M. Kendall, Milwaukee.



T. M. BLACKSTOCK,
President Wisconsin League for Good Roads.

To those who have held that the good roads movement was an agitation interesting only wheelmen, it is well to say that

Among the Charter Members of this League

can be found ministers, congressmen, ex-governors, brokers, merchants, lawyers, bankers, college professors, and men of other professions who have more than the wheelmen's interest at heart. That the movement is the outgrowth of agitation by wheelmen no one need deny, for it is the fruits of the efforts of Chief Consul A. Cressy Morrison, Secretary-treasurer M. C. Rotier, Otto Dorner, and other energetic workers that brought about the formation of this league and made the movement in this state a topic of general interest.

It is seldom indeed that a more representative and refined gathering has been seated at a banquet board in this city. It was 8:30 o'clock when the banquet opened and about 150 guests sat down to partake of the feast.

It was a glorious affair, and after two hours had past the music was stopped and the banqueters began the real business of the evening. Chief Consul Morrison then announced that a number of toasts were on the programme, which were as follows: "The State of Wisconsin," Rollin H. Mallory; "The League of American Wheelmen," Abbot Bassett; "Progressive Road Legislation," J. V. Quarles; "The Sisterhood of Wisconsin Cities," Thomas M. Blackstock; "The Sheridan Drive," Volney W. Foster; "The Road to the Farm," John Johnston; "Good Roads for all the People,' George E. Gooch.

To do justice, all these toasts ought to be printed, but THE BEARINGS' space is limited. All was meaty and full of interest. One of the ones that was especially commented on was that of Secretary Bassett, who said:

I feel tonight a good deal like the man who is called upon to respond to a toast to his first baby. I have not walked the floor of nights, nor watched the slow and steady growth of my subject without finding something about it, and my only fear is that in extolling it I may paint with too large a brush, if that were possible. The cold, unsympathetic and unfeeling world has heard the baby wailing with colic, and it has asked, "Why is this child allowed to live?" It has heard the laugh and chuckle of its gleeful moments and said, "Boy's play." But the old man knows all about the baby; its virtues, its weaknesses, its failures, and its achievements, and if it shall appear that he is prejudiced, just charge it up to the great bump of philoprogenitiveness which nature has bestowed upon him. The League of American Wheelmen was organized in 1880, and was called into being by the cyclists of America as a means of protection against the common enemy, the bicycliphobe and the road-hog. It is the largest athletic organization in the world. It has 38,000 members on its roll, and will, before many years, exhibit a mumbership of 100,000. That is prophecy. Every father believes that his baby boy will be president. Many are disappointed. My prophecy has a basis more certain and unprejudiced. Do not doubt that it will be fulfilled. It is true that today we see a depleted roll. The baby has an attack of the colic. Careful nursing will soon make him well. Have no fear. There will be no funeral, and no undertaker will present a bill. Many of you will remember that in war times the soldiers of the Republic were wont to inscribe upon the banner of the regiment the names of battles in which they were engaged and the victories they had won. And as the old soldier gazed lovingly upon these inscriptions, his heart warmed within him at the recollection of brave deeds and glorious triumphs, and the fire of his loyalty and his patriotism was rekindled and blazed anew to spur him to a new activity and a greater endeavor.

The L. A. W. has had its victories and its banners may be well be emblazoned with its triumphs. When the League was formed at Newport, it was almost universal that prohibitive and restrictive ordinances and statute laws against the bicycle were found existant. At Newport we had to obtain a special permit to ride on the public streets before we could think of a parade. In 1881 bicycles were not allowed in Central Park, New York, and the sport was moribund in that village. The wheelmen wanted the annual meet that year and urged that if they could obtain it they hoped for a special permit to ride in the Park. We did not give them the meet, but $10,000 was spent to fight for our rights in the courts, and we were beaten. In 1883 when we did meet in New York, we paraded in Central Park by virtue of a special permit. We obtained by courtesy what should have been ours by right. In 1887 we found the park commissioners in the legislature at Albany and the so-called "Liberty Bill" which we carried through under the leadership of Isaac B. Potter, threw open the gates of Central Park and established a precedent that was followed all over the land. We fought the ordinances and laws in all parts of the country. Today a bicycle can be ridden on any public highway in the country, and the bicycliphobe and the road-hog have gone down in the dust.

Write that upon our banners and write it so large that he who rides may read. And when you point it out to wheelmen say to them that if the League had done nothing else, that victory alone should commend it to their support so long as they shall have strength to cross a wheel, or the memory to recall a worthy victory.

The hydra-headed monster—professionalism—has beset the institution during all the years of its existence and from every point of vantage. When the builders laid the foundation of our structure at Newport they took the stone marked "amateur" and made it the head of the corner. "For" said they, "when this shall fall the whole edifice will tumble in ruins." There have been times when we have thought that under much pressure the corner stone would be taken away but it stands there today as firmly as ever before. It is true that many think it is now disintegrating under the influence of an insidious foe called "Class B" and others will tell you that it has already gone. But I will tell you, gentlemen, that our little experiment will never disturb the corner stone. Class B will be a thing of the past before many years and we shall emerge from the clouds in which we seem to be enveloped with no single part of the corner stone impaired. The colic of the baby calls for a bitter draught and we are now taking it. The inscription upon our banners is somewhat dimmed just now but in that new day when we shall read our definition of an amateur in the dictionary, it will glow with a new light which shall be all the brighter and stronger for its temporary dimming.

The league has had an eventful past and its record is glorious. Has it done its work? Is its mission ended? Shall it be laid upon the shelf in the lumber room of history? This meeting gives an emphatic "No" to these questions. Our eyes are turned to the sunrise and we read there our mission as the bright rays bring us the messenger of "Highway Improvement." This is a child of larger growth whose parentage no one can dispute. The L. A. W. gave birth to the movement and it has already followed it to many worthy victories. In New Jersey they will show you miles of fine highways skillfully built and intelligently kept in repairs under laws put upon the statute books by our efforts. In Massachusetts they have created a highway commission and given it power to compel the building of good roads and to construct through routes at the expense of the state. California, Indiana, Michigan, Missouri, New Hampshire, New York, North Dakota, Oregon, Tennessee, Vermont, Washington, and Wisconsin have passed road laws within the last two years and all of those are due to the efforts of League workers. This work of the L. A. W., scouted and ridiculed as it was at the beginning, has now come to be recognized and commended by state officials and prominent citizens in all states. The State Highway Manual of New York, published under the act of last year, and printed at the expense of the state, contains this statement in the language of the commissioners of statutory revision: "The League of American Wheelmen is in the lead of all agitators and is doing a good service in thoroughly arousing the people as to the importance of good roads. The wheelmen are a particularly energetic body of men, the true knights of our highways. They propose no laws, they seek to impose no laws upon the people. Their motto is "Agitation," believing that agitation leads to thought and thought to ultimate action.

Let us write these victories upon our banners and use them to spur us on to greater efforts and new endeavor. So shall we be true to our cause and so shall our history inspire respect and admiration.

The Wisconsin Division has always been loyal to our cause. In our great endeavors we have had your encouragement and your co-operaton. The movement which you inaugurate tonight is in harmony with that which inspires us all. From what has been accomplished in other states you may predict great good to come from your efforts. When we look at the enormity of the undertaking that we have entered upon to make smooth roads where mud and sand now describes a trail or cart path, we may shudder at the thought, but with willing hands and stout hearts we will yet prevail, and write a victory on the banners of the League of American Wheelmen that shall astound the world and win for us its hearty applause.

When the toast had been heard, it was close on to 2 o'clock in the morning. A committee was then appointed to draft resolutions, which were adopted as follows:

The Wisconsin League for Good Roads, assembled at Milwaukee, this 22d day of January, 1895, heartily endorse the general demand throughout the country for permanent improvement of public highways. We consider the great movement for better roads as one of the important matters of public interest of the present day, and look with favor upon any measure adopted with a view of effecting this object, whether by the nation, the state, the counties, or the towns.

We heartily endorse the maintenance, by the United States department of Agriculture, of the Bureau of Road Inquiry, with Gen. Roy Stone at its head, and declare ourselves in favor of larger appropriations for its support, with a view toward increasing the effectiveness as well as the scope and extent of its work.

We urge the permanent improvement of public highways in the State of Wisconsin and that they be put in such a condition as to admit of convenient travel thereon at all times of the year, irrespective of weather as far as that is possible.

We urge the appointment by the Governor, of a commission for Good Roads, to consist of two members of the Wisconsin Senate, three members of the Assembly and four citizens of the state, the same to be appointed within the next ten days, said commission to consider steps necessary to improve the roads of our state, and to maintain them in suitable condition, and report to said legislature, by the first of March next or as soon as may be, such legislation as they may consider necessary to effect these objects with a view to its passage at the present session.

We favor the permanent improvement of the old United States post roads in Wisconsin, particularly those running from the Illinois state line north through Milwaukee to Fond du Lac, Oshkosh, Appleton, Green Bay and Marinette, and connecting Milwaukee, Madison, Prairie du Chien, Eau Claire, Marshfield, New London, Ashland, and Superior, and that the system be extended so as to connect all interior cities of the state with one another, thus affording ready communication by wagon travel, at all seasons of the year and in all weather.

We urge the importance of providing the best possible highways for the marketing of products, and favor the improvement of all roads leading into market towns and cities, and thereby lessening the cost of transportation both of farm supplies and farm products, and therefore in the interest of the farmer and the merchant alike. We favor the construction

of state and county roads, and the division between the state, the counties, and the towns of the cost of highways. We feel that the entire population has an interest in all roads in the state, and should contribute a fair proportion of the cost of their construction, a reasonable part of which should be paid by the counties, as being even more directly interested.

We commend these matters to the consideration of our legislature and our governor, and to the careful study of those who may be appointed to inquire into the subject.

Articles of the Constitution

were then prepared and an organization effected with the following officers: President, Thomas M. Blackstock, Sheboygan; first vice-president, Senator L. W. Thayer, Fond du Lac; second vice-president, Ex-Governor W. D. Hoard, Fort Atkinson; third vice-president, A. Cressy Morrison, Milwaukee; secretary, Otto Dorner, Milwaukee; treasurer, John Johnston, Milwaukee; directors, T. W. Spence, A. Hamilton, J. C. Koch, C. C. Rogers, A. Richter, Jr., Milwaukee; W. H. Rogers, Madison; W. E. Carter, Platteville.

Enthusiasm did not subside until 3 o'clock in the morning, when all departed for their respective homes. A meeting of the executive committee will be held some time this week when plans for the future will be perfected. Among one of the coming events will be the organization of an auxillery league for the purpose of securing the extension of the Sheridan Drive to this city.

Among those who sent letters of regret and begged to be excused from attending the banquet on account of business were the following: O. M. Pettit, Kenosha; John R. Goodrich, Milwaukee; D. McGregor, Platteville; D. Lloyd Jones, Stevens Point; Lucius Fairchild, Madison; Mayor F. Powell, LaCrosse; Mayor F. R. Underwood, West Superior; Irving P. Lord, Waupaca; R. G. Thwaites, Madison; E. D. Coe, Whitewater; H. G. Schuette, Manitowoc; Jackson I. Case, Racine; Mayor J. P. Hopkins, Chicago; Gov. W. H. Upham, Madison; Gen. Roy Stone, Chicago; Governor Altgeld, Illinois.

The constitution of the League is largely on the plan of the Vermont League. To still create more interest, an effort will be made to interest the Wisconsin State Agricultural Society, which meets at Madison next month. The secretary of the society, T. J. Fleming, is one of the charter members of the League, and is greatly interested in the movement.

'FRISCO'S PROPOSED TOURNEY.

SAN FRANCISCO, CAL., Jan. 18.—The management of the Bicycle Tournament Association of the Pacific Coast has appointed committees representing all the large clubs in Northern California to carry on the work for the tournament. It is proposed to spend about $3,500 in prizes for the five days, consisting of bicycles, jewelry, clothes, etc.

Plans for the construction of the track have been submitted by F. D. Elwell and accepted by the association. Mr. Elwell states that a novel feature of the track will be the method of laying the floor on the curves. Strips of Oregon pine, 1 x 2 inches, laid on edge, will be built to conform with the curve of the track, so that a rider keeping an even distance from the pole will be actually riding on one strip, thus causing a minimum resistance to forward impulse, while at the same time the resistance to side slipping will be considerable from the fact that the strips will be laid very slightly apart, producing a corrugated effect on the tire. The floor of the pavilion will be utilized for the straightaways and the curves will meet it with an invisible joint.

The maximum banking will be 39 degrees and can be negotiated at a speed of from 2 minutes to 5 minutes to the mile. The distance of track between the straights will be only fifty-one feet and the smallest radius twenty-five feet. The straights will be 200 feet long, making in all nine laps to the mile.

It is probable that four races will constitute the evening's sport. On the first day there will be only three and one of them will be a ten-mile club race, only one man from each club to compete. The committee has advised the management to have the entire tournament for amateurs and not cater to the professional class.

Some of the exhibitors at the Chicago show are in communication with the association as to the advisability of bringing their exhibits to this city. It is possible that two firms will transport their exhibits, at any rate. The arrangement and measurements for the space to be devoted to exhibits has not been definitely decided upon. All the local dealers will have space assigned to them and the show part of the programme will be carefully looked after by a committee.



THE PRODIGAL'S RETURN

ARRANGING A SOUTHERN CIRCUIT.

LOUISVILLE, KY., Jan. 28.—In the issue of THE BEARINGS of October 18, was published some extracts from a letter received from Chas. J. Scherer, of Memphis, Tenn., the chief consul of that state. In his letter, Mr. Scherer expressed himself very favorably on the question of holding a southern circuit. For a time the question was allowed to remain idle until the subject was again brought up by an article in the *American Wheelman*, in which the wheelmen of this city were taken to task for not taking a date in the national circuit. No consideration was taken of the fact that at that time we had no track and therefore had no right to even think of accepting the date offered. As soon as it was certain that the track would be built, the question was again agitated and after the track had established a reputation for itself, there was no trouble. Owen Lawson took up the matter in his paper and M. J. Fleck was given the matter in charge.

Mr. Fleck has worked earnestly, as he does with everything that he undertakes, and he authorizes the announcement that the following cities in the south will take dates and endeavor to make the circuit a success: Birmingham, Ala.; Augusta, Ga.; Gadsden, Ala.; Florence, Ala.; Memphis, Tenn.; Knoxville, and Chattanooga, Tenn. The Wheelmen of Atlanta, Ga., are very anxious to take a part, but have no track now the old one being covered by the exposition now being held there. Parties in Jacksonville, Fla., and Columbus, Ga., are now in correspondence with a view of also taking part if they can get the necessary amount of guarantee to justify them in binding themselves.

If Jacksonville will come in the circuit the intention is to start at that point and work north, the start to be made about April 15 and winding up in this city with a two-day meet on May 10

At the regular business meeting of the Louisville Cycle Club held last Tuesday evening, fifteen members were dropped from the roll of membership on account of non payment of dues. The treasury was almost depleted by the negligence of these members, and it was necessary that some decisive action should be taken. After this had been done, it was decided to give up the present clubhouse and take a suite of rooms in the *Courier-Journal* building. The reason given by the promoter of the idea was, that this location, being on the main thoroughfare, would be more convenient for a majority of the members. The location of this building is very central.

W. L. Hyde, a resident of Illinois, whose home is mostly on his wheel, arrived in this city last Monday night after one of the most discouraging rides ever undertaken by any rider. He started from the western part of Nebraska to reach this point, but was overtaken on the way by the blizzards that have arisen during the past month. In all he has ridden over 9,000 miles since the winter began. The last snow storm caught him in the western part of Indiana, and though almost frozen by the intense cold, he managed to ride into Indianapolis. Here he found the snow too deep to ride through and had to take the train to this city. He arrived here late at night, and having ridden so far to see the track, he could not wait until the next morning, but insisted upon going out that night. He spent a full week upon it, and before leaving made arrangements to come back late in the spring and make an attempt on the 24-hour track record. His mount on the ride was a Sterling fitted with Morgan & Wright tires.

THE PRODIGAL'S RETURN.

Readers of THE BEARINGS will remember the story of Secretary Abbot Bassett's return to Boston; how Sterling Elliott received him like the prodigal son, and how we promised to give a picture of the venerable secretary as he appeared before the Christmas tree. On this page will be found the picture, and the indulgent reader is asked to note how carefully Mr. Elliott has carried out the parable, even the fatted calf being there.

Lenz Relief Expedition Abandoned.

The *Outing* relief expedition which was to look for Frank Lenz the missing globe girdler, has been abandoned and Robert Bruce who was to head the expedition, has been so informed. The excuse given by the Outing Company is that Bruce's folks and friends had made so many objections that they did not feel justified in sending him.

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GEO. K. BARRETT, EDITOR.

ASBURY PARK THE PLACE.

The fight for the League meet of 1895, between Boston and Asbury Park, is getting more and more interesting every day. Boston has had a long time to make her preparations, and ought to be in first-rate trim for a vigorous fight, but the last week or so Asbury Sark has roused itself from the trance into which it seemed to have fallen, and the progress made since that time has been truly surprising. It now looks as if the popular summer resort would carry off the plum right under the nose of its stronger and larger rival. Boston has had almost everything in its favor. Most of the prominent League officials are residents of the Bay State, and have been working for the Hub, tooth and nail. Then the promise made to Boston at the last Assembly is a strong argument in favor of Beantown.

Asbury Park, however, is showing a western spirit. Nothing daunted by the bold front that Boston has put on, the members of the New Jersey Division have gone about the work in the right manner. They have interested the mayor and other town officials, and have raised a large sum of money to entertain the visitors when they come. This latter point is one of Asbury Park's strongest holds, for if there is anything that the average League member enjoys it is to have money spent on him. Asbury Park has far more advantages to offer, too. For years it has been one of the most popular summer resorts in the east. The bathing there is something that should bring a man all the way from San Francisco. Then there are the pretty girls who have made Asbury Park known the world over. Your League member would enjoy nothing better than a moonlight stroll along the famous board walk with a pretty girl on his arm, the sound of gentle waves breaking on the shore and everything conducive to love making. One couldn't find these attractions at Boston and would surely starve on a diet of beans.

Then another argument that Asbury Park has is the fact that Boston has had two meets already, and shouldn't play the "dog in the manger act." A League meet would do the New Jersey Division a world of good and would boom the membership. After mature deliberation we cast our vote for Asbury Park and the summer girl in preference to Boston and beans. Here's luck to Asbury Park next month!

RANDALL FOR SECOND VICE-PRESIDENT.

With all of the wire pulling going on nowadays it is almost impossible to give a correct forecast of the approaching League election. L. A. W. politics are getting more and more like national politics and to get office in the big organization one must be an accomplished politician and one able to build his fences wisely and well. Certain it is that A. C. Willison will head the ticket. The good work done by the Maryland man the past year has gained for him a host of friends and now that Raymond and Potter are out of the running he will have a clean field and will have no trouble in landing the plum. There are several candidates for the first vice-presidency with no special favorite. The wire pullers are all working lor these two principal offices, so that the office of second vice has but few seekers. Therefore, it will be all the easier for THE BEARINGS to put in nomination a man who deserves the office, one who has done much for the League and who, although turned down at one time, has always been a hard worker—Charles E. Randall, of Chicago.

Mr. Randall has been prominent in League politics for years, and has held many L. A. W. offices. He was chairman of the Racing Board before Raymond took hold, and it was his fearless actions that caused him to be decapitated. Everyone knows the story of the famous "Rule G," and how the western man was made to suffer for daring to speak his own mind. But this is not the only office that Mr. Randall has held. He was a candidate for chief consul of the Illinois Division twice, and was defeated through the actions of one powerful Chicago club, which allowed sectional feeling to blind its good judgment. Mr. Randall has represented the division for several years as representative, and was the best president that the Associated Cycling Clubs of Chicago ever had. With such a record Mr. Randall need not fear to go before the National Assembly next month, and ask the delegates to elect him to the office of second vice-president. Illinois should and will be represented on the ticket.

It is more than probable, however, that Mr. Randall will not be the only man from this state who will ask the Assembly for office. The Solon from Springfield, he who has the office-seeking fever, will, without doubt, be there after any office he can get. He has had the audacity to ask for the office of president of the League, or rather has had his friends ask him to run. What his qualifications are, only himself or a few of his chosen "friends" can tell. He is now in the hands of these friends and is being carefully groomed to make a good run for the office. But there is a great deal of difference between running for an office and getting one, so it is more than probable that after next February A. A. Billingsley, of Springfield, Ill., will be relegated to obscurity, where he very properly belongs.

WOULD MAKE A STRONG CLUB.

SYRACUSE, N. Y., Jan. 27.—A scheme is being broached by the Melpomene Club to amalgamate with the Century Cycling Club thereby making one of the strongest cycling organizations in this part of the state. The C. C. C. has 300 members and the Melpomene's books show that 150 gentlemen have been paying their monthly dues promptly. When this information was first imparted to local enthusiasts it created a great turmoil, the cyclers refusing to place credence in the statements of the sporting writers. It was such an unlooked-for announcement that it set members of both clubs to gossiping at a terrific rate. And on Jefferson Street the Syracuse Athletic Association members eyed the proceedings with much foreboding. They knew that such result meant more competition for them with the prospect of losing a number of their best members. This new organization, and it is said the amalgamation will take place within a month, intends to have a membership inside of six months to exceed that of the Syracuse Athletic Association. Committees were appointed yesterday by both clubs to look into the question of consolidating their interests and report at a joint meeting on Tuesday. Wheelmen are very much stirred up over the affair, and many imagine it will come to a satisfactory conclusion to all concerned.

The fact that Charles E. Hurlick, a well-known horseman of this city, has secured a lease of Kirk park and intends to put a cycle circuit within the present enclosure has been hailed with delight. Mr. Hurlick is a gentleman who has suffered by the new constitutional amendment and appreciates the fact that Syracuse has every facility for becoming

a Second Springfield or Waltham.

He is now endeavoring to get a syndicate interested in the venture to expend $10,000 for the necessary improvements. Clubmen are willing to take a hand in the scheme and there is little doubt but that the idea will secure liberal encouragement.

THE BEARINGS correspondent had a long talk with E. C. Stearns & Co. last week in which the maker of the "Yellow Fellows" declared that he had only signed two men for his team thus far. John S. Johnson, of course, will be the star of the contingent, but Mr. Stearns places great hopes in a young fellow named Fitzsimmons, whom he will introduce on the circuit this summer. Fitzsimmons is the "Zimmerman of the south" and has never been defeated in a scratch race. Such marvelously fast quarters has this prodigy reeled off that Mr. Stearns thinks he will jump into prominence with the rapidity that characterized Cabanne's entry into Class B. It looks as if the Stearns team this year will not be of the proportions which made it conspicuous in '94. They will have their representatives by the scores, however, in every city of the union.

A few days ago the announcement that Charles M. Murphy would make a trial to

Reduce the Straightaway Record to 1 Minute.

in a New York paper, created a sensation. Murphy will no doubt sign with Stearns again this year. Charley knows that it is almost impossible to get human pacemaking for such a trial, and the dare-devil will therefore secure the services of a locomotive and select some spot along the side of the track where a wind shield can be conveniently used.

Such an attempt as this, and the future of cycling can only result in an experiment of this sort, will certainly revolutionize record breaking and terminate finally by having a law passed in every state in the union suppressing all such foolhardy attempts. We may next hear of the cycler flying through an air tube to break the record of the shooting star.

Most of the big-bugs of the local manufacturing world deserted Syracuse last week to spout the virtues of their wheels at the New York Cycle show.

THE BEARINGS Bicycle Tour IN EUROPE

BY EUGENE FAY.

CONCLUDED.

FLORENCE, the fairest city in the world, is situated on the Arno, which divides it into two equal parts, protected on the north by lofty mountains, surrounded by charming hills and valleys, and with a charming climate. Florence was probably founded by the Romans in the first century B. C., and, in spite of its turbulent history, has always been a flourishing city. The city was until recently surrounded by walls, now almost entirely removed. The nine gates, however, still remain. Florence is a city of palaces, of gardens, of stately churches, and broad and beautiful streets, fully deserving of the title claimed for her of the "Fairest City." The museums and the galleries of Florence are the richest in the world.

From Florence to Pisa the road is level and is built in the Val d' Elza. On each side are small hills covered entirely with vineyards and between them are running the yellow waters of the Arno. Puccechio, Castelfranco, Pontedera, and Cascina are small places without any other interest but the peculiar look they have and the picturesque position they occupy. A gate right on the road gives access to the Pisa of the Romans, which is situated like Florence on the Arno in a beautiful and fertile plain, bounded by the Apennines on the north and open to the sea on the south. Pisa is an extremely ancient city, having been an important town before Rome was founded. It became a Roman colony in 180; for many centuries it was the most powerful city in Europe until worsted in the war with Genoa in the fifteenth century. The streets are wide, well paved and lined by lofty and handsome buildings of Pisa. The great attraction is the group of buildings known as the Four Monuments,

The Finest Group, Perhaps, in the World.

There are also some fine churches. The road to Pietrasanta, Avenza, and Spezzia continues to be level and from Avenza one can see the mountains of Carrara, so reputed for their splendid marbles. Spezzia is a good-sized town situated on a very fine bay. It is the most important naval station of Italy and most of the parts of the Italian man-of-war are built there. The summits of all the surrounding mountains are crowned with forts.

The road to Borghetta di Tara Mattarana and Sertri a Levante passes near them. The first part of it is hilly, but the panorama seen from Picco, eight miles from Spezzia, is really grand. Some beautiful scenery is passed in going down to Sertri a Levante, which is itself a lovely little spot on the sea shore where a great many people come during the winter season.

From Sertri a Levante to Genoa every curve of the road hides some splendid points of view. Chiovari, Rapallo, Recco, and Nerri are all small cities, one finer than the other, but when Genoa appears at the last turn of the road it is not admiration one feels—it is a sort of amazement. Genoa is called "La Superba" on account of its beau-



tiful situation. Numbers of palaces and antique churches are to be visited. The port of Genoa is the most important one of Italy.

From Pisa to Genoa, this part of the country on the sea shore is called "Riviera di Levante," but from Genoa to Marseilles it is called "Riviera di Ponente." The first one is already very fine and very interesting, but the second is still more if possible. The climate is nicer, the sky is of a darker blue, and the flowers grow everywhere, even on the sides of the road. Olive trees cover all the hills and all around everything is green during the winter.

Not far from Genoa is a beautiful cartel at Pigh. The road is on the sea shore almost all the time, and after Voltri and Varazza, appears Savona, a pretty good size town and seaport. Voli, Pietraligure, Albenga are charming little villages, not very distant one from the other. Then comes Alassio, a lovely spot for those who want a real-good rest on a sunny sea shore. I remember I spent a lovely morning there, lying and dreaming on the sand of the shore with the blue waves of the Mediterranean coming nearly to my feet.

There is a Real Forest of Olive Trees

to pass through in leaving Alassio for Ceno and then after Oneglia, Porto Maurizio shows its white buildings on the top of a little hill. Very busy is Porto Maurizio and within a couple of hours San Remo is reached. San Remo is in Italy what Nice is in France. It is the most important and popular winter resort of this country. The climate is very mild. Palm trees are seen in every garden, private or public ones. The promenades are lovely and quantities of fine hotels are there to accommodate the numerous visitors.



Ospidaletti and Bordighere came next, and Ventimiglia the last Italian city of the frontier of France and Italy. After one mile of climbing up, the road goes straight down to Mentone. A very fine bridge called the "Pont St. Louis" is the very limit of frontier of both countries, France and Italy.

Mentone is a winter resort too. It is a quiet place, but its situation is charming. The road becomes hilly for a few miles on the way to Monte Carlo and Monaco, the celebrated little "Principantie," which is a free state and here is the famous gambling place, Monte Carlo. Its situation is unique, and one can not have an idea of what it is until he has seen it himself. From there to Villefranche and Nice the country is marvelous, and the road is as smooth as a billiard table. Nice is the queen of the Mediterranean. Its fame is universal, and the city itself, as well as its surroundings, are beautiful. All kinds of attractions are to be found there, and over 80,000 visitors come every winter to this real paradise



Two Monte Carlo scenes.

Antibes, a little town, posseses an old fort which, viewed from the road, makes a lovely tableau. The "Golfe Guan," is a fine bay where the French Mediterranean fleet has its headquarters when out of Toulon, and Cannes is the rival of Nice. Cannes is not as large and as important a town as Nice, but is patronized by the most aristocratic French and English families. Not far from Cannes the road passes across the mountain of the "Eandril" and is pretty hilly, but it pays to walk on, so fine is the scenery that one is treated to every minute. From the Ferme des Adrets, fifteen miles down grade, brings you to Fregus and St. Raphael

On the Best Road One Can Dream Of.

Roman ruins are seen between these two last places.

A level and beautiful road leads to Hyeres through Vidanban, Camouler, Sollies Villa, La Pauline, and La Crau. Hyeres is quite a resort in the winter and there are palm trees all over the town. It is situated within two miles of the sea and its climate is exceedingly mild. It is a very nice morning ride; the road from Hyeres to Toulon being through beautiful plains. Toulon is the first French navy station. The bay is beautiful. There is a fine road to Aubagne, La Penne, St. Marcel, and Marseilles. Marseilles is the third city in France and the most important sea port of this country. There are beautiful wide streets and promenades and it is a very cosmopolitan city on account of the numerous steamers arriving there from all parts of the globe. Representatives of almost every country are met on the street.

From Marseilles to Arles, after a short hill, the road is flat to Salon and Arles. Arles is a small city full of antiquities, Roman theaters and numerous Roman tombs. One of the finest arenas, very well preserved, is also there. To Carascon and Avignon the road is magnificent.

Avignon is a very old city and several popes resided there when troubles obliged them to leave Rome. The castle they occupied is still existing.

Lyons is the second city of France. It is a great place for silk factories. Though it is quite a large town, Lyons, on account of business, looks dull. There are fine squares and wide streets and Notre Dame de Fourviere is a splendid church, situated on the top of a hill on the other side of the Saone.

I suppose there is nothing to be said about Paris, the city everyone dreams about. I will only say that when one has been once in Paris he always wants to go back again. Everything that may attract one's fancy is in Paris and the more you know the more you have still to learn. The surroundings of Paris, like Versailles, Fontainebleau, and Ramcouillet, are the real frame of this great city.

I took the train then to Havre and sailed back to America by the French line steamer.

WESTERN CITIES AFTER DATES.

SALT LAKE CITY, UTAH, Jan. 20.—Salt Lake City is anxious to secure a date on the national circuit and is working hard with that end in view. The plan is to form a circuit west of the Missouri River consisting of Denver, Salt Lake, San Francisco, San Jose, Los Angeles, and El Paso, Texas. If these cities all desire dates on the circuit their request will be one the racing board can not well ignore. With the completion of Salt Lake's new $9,000 track and that of the San Jose road club at San Jose and the new El Paso track these cities can furnish inducements for record-breaking opportunities that need deter none of the best men from leaving the east during the racing season to follow this circuit. The west has never had an apportunity of seeing the crackajacks and there is no doubt but that national circuit races at these places would draw large crowds.

From a racing man's standpoint the extending of the circuit to the far west would meet with general approval. The old timers are becoming tired of visiting the same places year after year and would welcome an opportunity of seeing the sights and scenes at the western country. The manufacturer could do no better than to send his team out over this circuit and in this manner advertise his wheel in a field which is rapidly becoming a market for a goodly percentage of the bicycle output.

The Falcon team, now in active training on the coast, will come to this city in the early spring and finish training on the new Hot Springs track preparatory to following the circuit. The Sterling team, now in Mexico, will also finish its spring trip on the new track here in May. The work on the track is progressing steadily and eighteen teams are at work hauling material for the foundation. Engineer Joseph does not intend to have any faulty turns or embankments on this track and before the surface of natural concrete is put on, the track will be rolled and hardened and put to actual speed tests.

The western travelers are again invading this section on their return from the Chicago show.

The Inter-Mountain Wheel Company is the name of a new association formed for the purpose of carrying on a general cycle trade. They will handle the Union and Czar.

INVITES A DISCUSSION.

EDITOR THE BEARINGS: I should like to invite a discussion through your valuable columns on the following point involved in the construction of a three-lap bicycle track, that is, the proper position of the tape relative to the curve. This matter has been mooted during the past few days by our local enthusiast, with myself as the interested listener. On the track we are now constructing, some of them have taken issue with me from the fact that I have placed the tape 100 feet from the spring or beginning of the pole curve, thus leaving a home stretch of 264 feet, i. e., from spring of upper pole curve to the tape. The radius of our pole curve is 159.56 feet, and the width of track forty feet and banked for a 2 minute pace.

Now, I should like very much to see a discussion of the following point with the concomitant conditions I have mentioned above: Whether it will be more conducive to speed, safety, comfort, and interest to the spectators to have the tape 100 feet from the spring of the curve, or fifty feet or less from the same point. Yours respectfully,

SALT LAKE CITY, UTAH, Jan. 19. H. S. JOSEPH, C. E.

THREE STORES!

The Waverley

Created such a sensation with New Yorkers during the Cycle Show at Madison Square Garden that we have

Decided to Open Three Branch Houses in New York City.

The main one will be on

Broadway, cor. of 30th Street

opposite Daly's Theater,

The Uptown Store at 11 West 59th Street,

and

The Downtown Store on Barclay Street, near Broadway.

ANNOUNCEMENT OF OPENING IN NEXT WEEK'S "BEARINGS."

DO NOT BUY YOUR SPRING MOUNT TILL YOU SEE THE WAVERLEY, acknowledged superior to any bicycle in the world, regardless of price or the name of maker.

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DENVER, COLO.

Indianapolis, Ind., U. S. A.

YOUNG SANGER WILL RACE.

The Brother of the Husky Milwaukeean Will go into Class B this Year—An ex-Mayor on Good Roads.

MILWAUKEE, WIS., Jan. 28.—Another member of the Sanger family of this city will probably be seen on the race track next season as a Class B rider. William F. Sanger, a younger brother of Walter C. Sanger, is now negotiating with H. A. Lozier & Co. and the Humber people. Though yet young, he promises to develop into a rider equal to his brother Walter. His friends here believe that he is one of the coming riders of the country, and with proper training would even make his brother hustle in time.



W. F. SANGER.

It was about four years ago that the safety first came into prominence, and among the first riders here were the Sangers. Walter soon developed remarkable speed, and his record since then is too well known to warrant repetition. William was too young then to make fast time, but as he developed, he began to show talent as a racing man. Last year he thought himself strong enough to undergo active training, but on advice of his parents and his brother, he put it off for another year. This year, however, he says he is ready and intends to take to the track. The younger Sanger is well known in this city and state as a fast rider. Until last year, however, he did not ride in any races out of this city. Last September he entered the races in Menominee, Mich., and carried off several first prizes. Among other races he won was a tandem race, and by it he succeeded in catching the half-mile tandem record of Michigan in 1:08. He also raced at the state meet at Ripon and secured a place in several of them.

Probably the best showing that young Sanger has made since he has been racing was on July 29, 1893, at National Park. It was during the Telegram Club's races, and it was in the very event which made Walter Sanger famous by winning the mile competition record in 2:09⅘, that put a feather in William's cap. The race was a handicap with Walter as scratch-man. William had a small margin over George Banker, Charles Murphy, and "Pinky" Bliss. Everybody knows how Walter rode past all of them, but few have heard how William Sanger won third place in that event. Toward the finish Bliss, Murphy, and Banker were bunched.

The Two Sangers Were in the Rear,

but began to spurt and finished as follows: Walter Sanger, first; Banker, second; William Sanger, third, and Murphy, fourth. William's actual time was 2:15, which is the best mile he had ridden. Young Sanger is now believed to be nearly fully developed, and ought to make a valuable man if properly trained. He is about nineteen years of age, weighs 180 pounds, and is 6 feet 1½ inches tall. He is muscular, and has a frame equally as solid as his brother, with the exception that he is lank. He has often been told that he has a build like Zimmerman. He does not resemble his brother in features, being a dark brunette. He is not yet full grown, and will probably develop into a muscular fellow.

Ex-Mayor W. H. Rogers, of Madison, who attended the Good Roads. banquet here, is heartily in favor of the plan to have the state make roads. "When I was mayor of Madison," said Mr. Rogers, "I favored building roads of macadam into the country for the benefit of Madison people after the roads in Madison were all built. I wanted to build roads out into the country and it was done. I signed several hundred dollars worth of city orders for work done on country roads and I never heard that there was any complaint on the part of the taxpayers. There is one idea about this good roads movement which has come to my mind but which I did not mention at the banquet for fear that those present might think that I was trying to throw cold water on it, when in reality I am one of the most enthusiastic supporters of the plan. The idea occurred to me that it was

"Not Right to Ask the Farmers to Keep the Roads Up.

The farmers are obliged to render their lands to the public under the right of public domain, of course receiving a compensation that seems to the purchasers just and right. In other words the power is that they can go ahead and take any part of a man's property for a road, paying him their own price. Nevertheless, the farmers are required by law to keep up the roads, and to work out their road taxes. I hold that the farmer is not nearly so much interested in the road's tax as the residents of contiguous villages and cities, but nevertheless, they are required under the present system to work the roads and keep them in repairs, after having originally given them for the public good. The poll taxes is not collected in cities. That is well known. I think that there is likely to be some legislation on the subject."

Senator McGillivray will introduce a "good roads" bill during the present session of the legislature at Madison. It provides for the construction of good roads by local assessment and county and state aid. In a general way the plan of the bill is this: Upon the petition of one-third of the property owners whose land is contiguous to a road that is sought to be improved, the county board is to order a survey; then upon the application of three-fifths of the property holders whose property is to be improved, the work of improving the road is to be ordered. The property owners are to be assessed for one-third of the cost and the county and state shall pay the other two-thirds, except where it is shown that by reason of other roads near by property will not be increased so much in value. The amount of the assessment is to be reduced by a small percentage, the county and state making it up. Provision is made not to allow any county more than a certain amount for improvements each year. The state labor commissioner is to approve all plans of improvement on behalf of the state

GOVERNOR M'INTIRE WAS THERE.

DENVER, COLO., Jan. 26.—The Denver Wheel Club is noted for its unique and original entertainments and has introduced in the west many novel ideas which have been imitated far and wide. Perhaps the most successful entertainment they have yet produced was their "tramps' carnival," held on the 15th inst. It was much like a "bum" smoker, yet in details very unlike it.

The invitations to the carnival were printed on paper pie-plates, and the programmes on the soles of worn-out shoes; two original ideas and certainly very appropriate. It isn't every day that the governor of a state and his staff honors a wheel club with a visit, but Governor McIntire, Secretary of State McGaffey, and Collector of Internal Revenue New were distinguished guests of the evening and were placed upon the platform, beside King of the Carnival Shackelford, as hard a looking tramp as you will meet anywhere. After the performance the governor remarked that it



At the Denver Wheel Club's Smoker.

was one of the treats of his life and that he never expected to spend a more enjoyable evening during his term of office. When he discovered that he had been "shot" by a kodak fiend he blushed deeply at the idea of being pictured in such a mob.

The entertainment provided consisted of the grandest assortment of "fakes" that I ever expect to witness, but yet so rich that they kept the audience in a continual roar. Perhaps the greatest hit of the evening was the "Bum Orchestra," whose selections were strictly original if nothing else. The musicians were the dirtiest, worn out looking set of the crowd. Eader's "medley" was one of their favorites, and upon its announcement, every man of the sixteen played a different tune, making a "medley" of noises sufficient to raise the roof. Another hit was a phonographic reproduction of "Soosy's" band—somebody turned the crank behind the curtain, and "Daisy Bell" was the result. The "gang" did not break away until late in the morning after a grand evening of pleasure.

Breaking Texas Records.

The Americans who started for Mexico two weeks ago stopped on the way at Laredo, Texas, to break a few state records. One of the party writes that the attempts were made on the new quarter-mile track and that they were very successful. Maddox, paced by Callahan, Leonert, Brown, and Levy, rode a flying mile in 2:06. He also got the half-mile, flying, unpaced in 1:03⅕. He won a two-mile race in 4:48, competition record. Callahan got the standing mile in 2:13⅖, while James Levy, champion of Mexico, late of Chicago, rode a flying quarter unpaced, in :30, beating Maddox's record of :31⅕.

The boys are having a fine time and were royally entertained by the Texans. Laredo is half a Mexican town, and Levy, who is a half Mexican himself, showed Nicolet and Callahan around the town. He steered them up against a Mexican gambling game something like lotto or keno at a cent a chance. Levy told the boys that they were winning and they tried to make the Mexican give them their winnings. As none of the party could understand each other their attempts at coming to an understanding were laughable.

Maddox and Brown won the principal races at Laredo on the 22d. Brown won the quarter, with Nicolet second. Maddox got the mile open, with Callahan second in 2:31. The order was the same in the five-mile—Maddox first, and Callahan second. Levy lowered the state-mile record to 2:21. At San Antonio, on the 21st, the races resulted: Quarter-mile open, Maddox, first; Callahan, second; Nicolet, third. Two-mile open, Callahan, first, Maddox, second; Levy, third. Mile open, Callahan, first; Maddox, second. Time, 5:13⅕; state record, 5:19. Quarter-mile open, Callahan, first; Nicolet, second; Levy, third. Mile open, Callahan, first; Maddox, second; Levy, third. Two-mile open, Maddox, first; Callahan, second; T. J. Pomeroy, third.

TWICE AS GOOD AS OTHER TIRES!

Class B—Paced. Standing.

No.	Miles.	Time.	Name.	Place.	Date.
1	6	13:46	F. J. Titus,	Springfield,	Sept. 13, 1894
2	7	15:57	"	"	"
3	8	18:15 3/5	"	"	"
4	9	20:27 2/5	"	"	"
5	10	22:45	"	"	"
6	11	24:59	"	"	"
7	12	27:18	"	"	"
8	13	29:33 1/5	"	"	"
9	14	31:50 4/5	"	"	"
10	15	34:10 3/5	"	"	"
11	16	36:19	"	"	"
12	17	38:31	"	"	"
13	18	40:43 2/5	"	"	"
14	19	42:56 2/5	"	"	"
15	20	45:08 3/5	"	"	"
16	21	47:21	"	"	"
17	22	49:26 3/5	"	"	"
18	23	51:38	"	"	"
19	24	53:54	"	"	"
20	25	56:04	"	"	"
21	26	58:15	"	"	"

Class B—Unpaced. Flying.

No.	Miles.	Time.	Name.	Place.	Date.
22	1-4	:25	Cabanne,	Decatur,	Oct. 28, 1894
23	2-3	1:24	Sanger,	Waltham,	July 17, 1894
24	1	2:07 1/5	Sanger.	Springfield.	Sept. 12, 1894

Class B—Competition.

No	Miles.	Time.	Name.	Place.	Date.
25	1-4	:28 3/5	Brown,	Decatur,	Oct. 13, 1894
26	1	2:08 1/5	Sanger (Hand),	Springfield, Sept.,	1893
27	4	9:47 1/5	Titus,	Lafayette, July 30,	1894
28	5	12:19 1/5	"	Denver, Aug. 17,	1894
29	6	15:31 1/5	'	Cleveland, July 21,	1894
30	7	18:02	"	"	"
31	9	23:10 3/5	"	"	"
32	10	25:45	Sanger,	"	"

Class B—Tandem, Unpaced. Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
33	1-4	:24 1/5	Rigby & Johnson.	Decatur,	Oct. 31, 1894
34	1-3	:32 4/5	Bernhardt & Goetz,	Decatur,	Oct 26, 1894
35	2-3	1:15 4/5	Titus & Cabanne,	Denver,	Aug. 17, 1894
36	3-4	1:36	"	"	"
37	1	1:56 4/5	"	"	"

Class B—Tandem. Paced. Flying Start.

No.	Miles.	Time.	Name	Place.	Date.
38	1-4	:23	Rigby & Johnson,	Decatur,	Oct. 28, 1894
39	1-3	:31 3/5	Bernhardt & Goetz,	Decatur,	Oct. 30, 1894
40	2-3	1:12	Callahan brothers,	Waltham,	Sept. 21, 1894
41	1	1:52 4/5	Titus & Cabanne,	Minn'p'lis	Aug. 10, 1894

Class A—Paced. Standing.

No.	Miles.	Time.	Name.	Place.	Date.
42	1-2	:59	Porter,	Waltham,	Oct. 26, 1894
43	2-3	1:18 2/5	"	"	Nov. 2, 1894
44	3-4	1:28 3/5	"	"	"
45	1	1:58 1/5	"	"	"
46	6	13:43	Meintjes,	Springfield,	Sept. 14, 1893
47	7	16:05 4/5	"	"	"
48	8	18:26 1/5	"	"	"
49	9	20:46 3/5	"	"	"
50	10	23:04 3/5	"	"	"
51	11	25:26	"	"	"
52	12	27:43 2/5	"	"	"
53	13	30:03 1/5	"	"	"
54	14	32:19	"	"	"
55	15	34:37	"	"	"
56	16	36:54	"	"	"
57	17	39:11	"	"	"
58	18	41:31 1/5	"	"	"
59	19	43:50 1/5	"	"	"
60	20	46:07	"	"	"
61	21	48:27	"	"	"
62	22	50:46 3/5	"	"	"
63	23	53:04 1/5	"	"	"
64	24	55:22 4/5	"	"	"
65	25	57:40 3/5	"	"	"
66	26	59:52 1/5	"	"	"

Class A—Flying Start, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
67	1-4	:25 1/5	Porter,	Waltham	Nov. 2, 1894
68	1-3	:34 4/5	"	"	"
69	1-2	:53	"	"	"
70	2-3	1:15	"	"	Oct. 20, 1894
71	3-4	1:24	"	"	"
72	1	1:52 3/5	"	"	"

Class A—Unpaced Records. Standing Start.

No.	Miles.	Time.	Name.	Place.	Date.
73	1-2	1:03 2/5	Jenny,	Oneonto,	Aug. 8, 1894
74	1	2:16 4/5	L. A. Callahan,	Denver,	Aug. 18, 1894

Class A—Unpaced Records, Flying Start.

No.	Miles	Time.	Name.	Place.	Date.
75	2	4:55 1/5	Porter,	Waltham	Sept. 27, 1894
76	3	7:28 2/5	Senn,	Utica,	Oct. 19, 1894
77	4	10:04	Senn,	Utica,	Oct. 20, 1894
78	5	11:26	Coffin,	Newark,	Nov. 5, 1894
79	10	25:26	Senn,	Utica,	Oct. 23, 1894
80	25	1:05:30	Senn,	Utica,	Oct. 23, 1894

THE FABRIC IS THE TIRE
IN 1894 TWICE AS MANY PRIZES WERE WON ON PALMER TIRES AS ON ALL OTHER MAKES COMBINED
THE SAME IN ROAD AND RACING

157
RECORDS!
All on PALMER'S
••••
131
OF THESE ARE
WORLD'S
RECORDS!
••••
We do not split distances above the mile, as these are not recognized by the L. A. W.
••••
PALMER
PNEUMATIC
TIRE CO.,
CHICAGO.

Class A Records—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
81	1-4	:27 1/4	Howie,	Janesville,	Oct. 10, 1894
82	1-4	:29 3/5	Beuschoten,	Poughkeepsie,	Aug. 15, 1894
83	1-3	:44 2/5	Porter,	Waltham,	Oct. 22, 1894
84	1-2	1:03 1/5	Jenny,	Oneonto,	June 8, 1894
85	2-3	1:25 3/5	Porter,	Waltham,	Oct. 22, 1894
86	3-4	1:37	Porter,	Waltham,	Oct. 22, 1894
87	4	9:51 3/5	Scott,	Asbury Park,	Aug. 31, 1893
88	5	12:11	Scott,	Asbury Park,	Aug. 31, 1893
89	6	15:15 4/5	J. Linneman,	Chicago,	Aug. 12, 1893
90	7	17:43 3/5	J. Linneman,	Chicago,	Aug. 12, 1893
91	7	16:50 2/5	Meintjes,	London,	July 8, 1893
92	8	19:23 4/5	Meintjes.	London,	July 8, 1893
93	8	20:24 4/5	J. Linneman,	Chicago,	Aug. 12, 1893
94	9	21:53 1/5	Meintjes,	London,	July 8, 1893
95	9	22:52 4/5	Meintjes,	Chicago,	Aug. 12, 1893
96	10	24:14 2/5	Meintjes,	London,	July 8, 1893
97	10	25:32	J. Linneman,	Chicago,	Aug. 12, 1894
98	11	27:55	Meintjes,	Chicago,	Aug. 12, 1894
99	12	30:29	"	"	"
100	13	32:57	"	"	"
101	14	35:41 2/5	"	"	"
102	15	38:05 4/5	"	"	"
103	16	40:39 1/5	"	"	"
104	17	43:10 3/5	"	"	"
105	18	45:53 3/5	"	"	"
106	19	48:31 2/5	"	"	"
107	20	51:18 2/5	"	"	"
108	21	53:58	"	"	"
109	22	56:39 4/5	"	"	"
110	23	59:18 2/5	"	"	"
111	24	1:01:59 2/5	"	"	"
112	25	1:04:39 3/5	"	"	"
113	30	1:17:59 1/5	"	"	"
114	35	1:31:02 1/5	"	"	"
115	40	1:44:11 4/5	"	"	"
116	45	1:57:33 2/5	"	"	"
117	50	2:11:06 4/5	"	"	"
118	55	2:24:59 2/5	"	"	"
119	60	2:39:47	"	"	"
120	100 kil	2:46:12 3/5	"	"	"

Class A—Tandem, Paced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
121	1-4	:25 4/5	Haggerty & Williams,	Wthm,	Nov. 2, 1894
122	1-3	:34 2/5	"	"	"
123	1-2	:53 1/5	"	"	"
124	2-3	1:13 3/5	"	"	Oct. 27, 1894
125	3-4		"	"	"
126	1	1:52 3/5	"	"	"

Paced, Straightaway Road Records. Single Team.

No.	Miles.	Time.	Name.	Place.	Date.
127	1-2	:46 2/5	W. H. Penseyres,	Buffalo,	Nov. 9, 1894
128	1	1:35	E. F. Leonert,	Buffalo,	Dec. 13, 1894
129	1*	1:32	Cordang & Bailleux,	Holland,	Dec. 2, 1894

*Tandem.

Unpaced, Straightaway Road Record.

No.	Miles.	Time.	Name.	Place.	Date.
130	1	1:52 3/5	E. F. Leonert,	Buffalo,	Dec. 13, 1894

American Hour Records.

No.	Hours.	M. Yds.	Name.	Place.	Date.
131	1	26 1489	Titus,	Springfield,	Sept. 13, 1894
132	2	45 1530	Meintjes,	Chicago,	Aug. 13, 1893

Competition Flying.

No.	Miles.	Time.	Name.	Place.	Date.
133	1-4	:26 3/5	Sanger,	Denver,	Aug. 18, 1894.

Tandem, Standing, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
134	1-4	:26 2/5	Banker brothers,	Hartford,	Nov. 7, 1893

National Road Records.

No.	Miles.	Time.	Name.	Place.	Date.
135	5	12:55	Monte Scott,	New Jersey,	Oct. 12, 1894
136	10	26:07 2/5	"	"	"
137	15	39:30 2/5	"	"	"
138	20	52:51	"	"	"
139	25	1:05:21 4/5	"	"	"
140	50	2:30:40	A. E. Weinig,	Buffalo,	Sept. 15, 1894

The English do not recognize any distance less than fifty miles, and their records stand as follows:

No.	Miles.	Time.	Name.
141	50	2:07:15	A. A. Chase
142	100	4:39:28	A. A. Chase
143	212 1/2	12:00:00	A. A. Chase
144	376	24:00:00	C. C. Fontain

Indoor Records.

No.	Miles.	Time.	Name.	Place.	Date.
145	1-2	1:05 1/5	Barbeau, "A,"	Philadelphia,	A. T.
146	1-2	1:07	"	"	Comp.
147	1	2:14 2/5	"	"	A. T.
148	1	2:20	Nat Butler, "B,"	New York,	Comp.
149	3	7:28	Roome, "A,"	Philadelphia,	"
150	3	7:28 1/5	McDuffie, "B,"	New York,	"
151	4	10:08 1/5	"	"	"
152	4		Roome, "A,"	Philadelphia,	"
153	5	12:39 1/5	McDuffie, "B,"	New York	
154	5	12:17 2/5	Roome, "A,"	Philadelphia	
155	25	1:08:31	Martin, "P."	New York,	"

Horse Records.

156	Robert J. pacer	2:01 1/2
157	Alex, trotter	2:03 3/4

A CYCLE RIDE ON PABALO BEACH.

Forty Miles Down the Florida Coast on a Sand Beach as Hard as Asphaltum.

JACKSONVILLE, FLA., Jan. 20.—Wheelmen throughout the north placed their wheels several months ago in storage until spring comes with all its beauty and its warm summer days. Not so in Florida; here one may ride during every month in the year.

While spending last winter in Jacksonville I heard much about Pabalo Beach, which extended for forty miles down the coast, any part of which could be ridden with a bicycle at low tide. Being fully determined to investigate the statement, I crossed the old St. John's in the little steam ferry, being obliged to lay my wheel on the cabin roof, and boarded a train standing on a narrow-gauge track close at hand. After a ride of something over an hour, we pulled into the depot at Pabalo. A few moments later, I was on the beach. Any stories that I had heard had hardly done this magnificent race course of nature justice; far as the eye could reach north and south it extended, level and hard as an asphaltum street, and from 100 to 200 yards wide.

A hasty glance at the tide showed there was no time to be lost if St. Augustine was to be reached before the water forced one into the deep sand higher up on the shore. How easily the wheel did spin over this hard moist sand. Down, down the broad beach we flew, the pedals fairly humming as they responded to my efforts. The cool ocean breeze was from the north and played the double part of helping me along, and keeping me cool. A glance down the beach showed a little speck which looked not unlike a small dog, or at most one of Florida's "razor-back pigs." As the distance shortened between



us, the object grew larger and larger, and when a little nearer I found it was a horse and cart with a genuine "cracker" driver.

Now for a race, thought I, and on near approach I made the proposition. "I recken," was the reply. The old horse was urged into a run, and at times the 200-pound trotting sulky barely touched the beach so fast did the cumbersome wheels revolve. We were neck and neck, and the little old driver was getting excited urging his puffing steed to still greater efforts, but a little extra spurt left them far in the rear, and put the poor beast out of his misery.

It was now only about an hour's ride to the end of the run, and I dismounted to admire this remarkable shore. It is from ten to thirty feet wide and edged by a bluff, forming as it were a natural embankment, behind which was low or swampy palmetto land. The beach is so hard that a horse's foot barely leaves a mark. Shells of pretty designs are found at the foot of the bluff in profusion. While gathering a few choice ones I was suddenly reminded that I had better go on, as the old Atlantic was giving a louder roar each time the surf climbed up the beach.

The rest of the journey was a race with the tide, and glad enough I felt on nearing the tall tower of the old lighthouse which for many years has marked the site of St. Augustine.

BATCHELDER FOR HANDICAPPER.

BUFFALO, Jan. 27.—A. G. Batchelder, one of the League handicappers for New York and New Jersey, and sporting editor of the Buffalo *Courier*, is after the position of handicapper for New Jersey and the metropolitan district, now held by F. P. Prial. This change will probably come to pass right after the annual meeting in New York, February 18. If Prial will be removed, naturally a great hustle will ensue for the plum. In this event Batchelder will step into the field as a candidate for the position, with an excellent show for being the favored one. "Batch," as he is well and favorably known to the riders and cycle lights throughout the state, has followed the game for a number of years, and is right up to date in all matters pertaining to cycling. As handicapper his work in the long run has given good satisfaction, and no one has ever accused him of favoring one man over another. Another good failing of his is to give no quarter to Buffalo men when they compete in outside meets. Should Batchelder secure the office he will resign from the *Courier* staff, and devote his entire time to handicapping. He will remove to New York City so as to be in touch with the metropolitan riders, and will be in attendance at all prominent meets in his district in addition to following the spring and fall circuits. By devoting his entire time to the work, and being free from all trade connections, Batchelder ought certainly be able to provide more closely contested and interesting handicaps, by reason of fairer allotments than have been run in the past.

Louis Callahan, who is hob-nobbing with senors and senoritas in Mexico, in company with a select party of B's writes to the representative of THE BEARINGS in an enthusiastic manner at the way in which the team is being treated by the natives of southern climes. Louis is unquestionably one of the cheeriest little B's that ever drew toll from a manufacturer, and is a great favorite with the members of the fair sex. By the way "Cally" got four firsts and two seconds out of six races at San Antonio, January 19 and 20. In his letter dated January 17 he states that he dreamt about a bull fight that they will see in the City of Mexico next week, and an awful thing happened to him. His experience can be better recited by quoting his letter, which ran as follows: "An awful thing happened to me last night. I went to bed rather early, and the first thing I knew I was sitting in the ampitheater, in which a savage bull fight was being held. 'Gee,' but that beast was a whopper, and the way he made those matadors jump around was a caution. I held my breath, and expected to see one of those fellows ripped up the back every minute. But no such thing happened, and soon they had that bull as quiet as a kitten. Then the next thing I knew I was going around that pit for an unpaced exhibition mile. I was doing a fair clip, but was not pushing myself, when all at once I heard a snort and a roar behind me. Looking back I saw a bull had gotten loose, and was making after me at a fifty clip. Maybe I didn't duck my nut and make a sprint. I don't think I ever went so fast following the quad on the boulevard in Buffalo as I did around that ring. And those yellow-faced Spaniards were yelling like a band of wild Indians. I thought I was shaking the brute and slackened up, but the animal was right behind me. I dug my feet into the pedals and kicked like a fiend, but could feel the hot breath of the beast as he snorted along right behind me. My breath was getting short, and I was dead bushed, but that bull didn't seem to get tired, so I kept plugging along with those fiends yelling harder than ever. My heart dropped, and I felt that I was done for, for the beast came up alongside, and 'biff' went his horn into my machine, and I went into the air with a yell, when suddenly I woke up covered with perspiration from head to foot. Jim Levy had jabbed his elbow into my ribs, and it was as sharp as a bull's horn."

The Badger Cycle Co. have removed their offices from Oregon to Madison, Wis.

FLATTERING RECOGNITION.

A very flattering recognition of the workmanship and high quality product of the Hartford Rubber Works Co. is the contract they have just closed, through their selling agents, R. B. McMullen & Co., with the Western Wheel Works. This calls for an immediate shipment of a large quantity of single-tube tires to be used on their '95 output. In addition to this the Hartford Rubber Works Co. will supply them with all the G. & J. tires they may use this season.

In olden times the woman rode
As fitted one of subject mind.
Her lord and master sat before,
She on a pillion sat behind.

But now upon her flying wheel
She holds her independent way,
And when she rides a race with man,
'Tis her Columbia wins the day.

The Pope Mfg. Co. have virtually decided that no high-grade wheel can be sold in this country at a higher price than $100.

Maude (hatefully)—"Beauty never did run in her family."
Helen (tactfully)—"No, it was usually seen on her bicycle."

An Exquisite Catalogue.

You can always expect something fine in the catalogue line from the Pope Mfg. Co., but this year's effort eclipses anything they have heretofore put out. It is the most dainty, exquisite, and up-to-date of the 1895 catalogues, and rises far above the level of the catalogue as it is generally known. It can be had free by calling upon the nearest Columbia agent, or it will be mailed for two 2-cent stamps by addressing the Catalogue Department of the Pope Mfg. Co., Hartford, Conn.

Song of the Shirt—1895 Pattern.

Making over my bloomers for Tommy!
Ah, my heart! How happy I've been
Down the road with my wheel!
And how ghastly I feel
To sit pedaling a sewing machine.

A Magnificent Wheel.

Mr. H. Von der Linden, the Columbia agent in Poughkeepsie, N. Y., writes: "The Model 40 Columbia received yesterday. Announcement of its arrival in the daily papers brought a large number of wheelmen in to see it. Everybody admired the substantial looks of the machine. It's stiffness is a wonder. The Pope Mfg. Co. are to be congratulated upon such a magnificent wheel.

Of Special Construction.

The chain upon the '95 Columbias merits particular description. It is the Elliott self-oiling chain modified. Only one block of the chain at a time pulls against a tooth of the sprocket. This engagement is at the underside, just before the chain leaves the sprocket. The links are of special shape and make, and very highly polished. The contact of the chain being with but one sprocket-tooth at a time, the friction of the running gear is minimized to a marvelous degree.

The L. A. W. *Pointer* says: "The Pope Mfg. Co. are endeavoring to show the other cycle makers their heels this year in great shape."

One hundred dollars! Columbia price, you know. Have you seen the new Columbia models?

The walker with his five-mile radius explores and learns the beauties and peculiarities of 78½ square miles; the bicyclist, with extended radius, sees all the beauties of an area of more than 1,200 square miles—a territory more than fifteen times as great as that open to the man who plods along on foot.—*Outlook.*

The Hart Cycle Co., Columbia agents in Philadelphia, are putting it this way in their advertising: "The question has been asked, 'Who will be the Tiffany of the cycle trade?' We can not answer as to who *will* be, but there's not much difficulty in guessing who *is*. We put in evidence the Columbia Model 40. Its elegance—finish—design easily distinguish it as the finest gem in cycles."

Century Road Club Affairs.

The following are the successful contestants for prizes offered in 1894 by the Century Road Club of America:

M. & W. gold individual mileage medal won by Dr. Milton Keim, Philadelphia, with 18,538 miles to his credit.

Johnson gold individual century medal, won by Milton N. Keim, Jr. Philadelphia, with seventy-eight centuries to his credit.

Club century banner, won by Lincoln Cycling Club, Chicago, with 317 centuries to its credit.

A. A. Hanson, of Minneapolis, rode 21,053 miles during the year, but under the conditions of the competition was not entitled to count the total mileage. He has, however, secured the national record, and will receive a special medal.

A similar competition will be conducted during 1895.

H. P. WALDEN,
Chairman Road Records Committee.

Mr. Going-Man: "I see that the number of marriages is decreasing."
Mrs. Coming-Woman: "Yes, they're afraid Parkhurst will next tackle the lottery law."



"HOCKEY" POPULAR IN BALTIMORE.

Wheelmen Claim That the Game is Good Training—Still Worrying about That Track—News From the Orioles.

BALTIMORE, MD., Jan. 28.—The more athletic of cyclers here are saying that they have found an ideal winter in-door sport in hockey, which is simply "shinny on ice." Recently there has been built here a large artificial ice-skating rink, the management of which is working intelligently to popularize it. He offers free room for practice in the morning and free admission to teams playing exhibition games there. The consequence of this is that hockey has become immensely popular among the young men and a league of playing clubs has already been formed. In this league are the Maryland and Baltimore clubs, while the Clifton Wheelmen and the Centaur and Madison Square clubs are getting teams ready for ice field. All other clubs are looking on interested, and may join and make a league of cyclers. Some of the men who go in for track and road racing say that hockey is a splendid way to keep into good condition. They point out that it strenghtens and invigorates all parts of the body and yet need not fatigue it. It has enough of excitement to keep the wits keen and the head going This sport, coupled with the prospective inter-club pool tournament will promise to fill in for the local wheelmen their winters, which have usually lacked all these things.

On the night of February 26, at Ford's Opera House, Palmer Cox's 'Brownies" will appear in

A Benefit for the Local Cycle Track.

The officials of the Maryland Division are heading the enterprise, from which they hope to reap enough to put the track once in good condition, and give them enough money for a year. After such a start, they say, they do not fear failure.

The Maryland Athletic Club, adjoining the cycle track on the south may affiliate with the wheelmen's organization. Now comes the announcement that the athletes will put their quarter-mile track into shape for cycle racing, and make a bid for cycle members. As the Park Cycle Track charges but $3 per year, and the athletes charge $12, it is difficult to see any success for such a move.

Some of the track flyers and their admirers who were at the New York cycle show, say that M. F. Dirnberger will come here early in the spring and try for records on a quarter-mile track. It has long been contended that this track could be made a record breaker, but the only effort seriously made in that direction was three years ago, when Dorntge and Penseyres of Buffalo, broke several world's tandem records.

The Question of Road Signs

is being much discussed here. So long has the local division's work and the track been synonymous, that the touring section of the wheelmen think the time has come to give them a chance. They say that the further devotion of direct League finances and action to racing will be unpopular with those "who pay the freight," and put out to the depleted membership in proof. So it may be that the next surplus will go for "helping hands," which will be posted continuously along, at least, some of the short distance routes. One of the long-distance riders, who has meandered through several states, suggests that wooden signs be substituted for the iron hand, as, he says, it is easier nailed up after knocked down, and that, if knocked down, the iron sign will probable be broken. His ideas, however, do not meet with much indorsement as it is the general opinion that the iron hand is more durable.

The highest known mileage in Maryland for the last riding season was Park Policeman Julius Ackerman, who made 7,500 miles. The next is Dr. Harry B. Gwynn, principal of one of the largest public schools, who went 6,600 miles.

CALIFORNIA IS WIDE AWAKE.

SAN JOSE, CAL., Jan. 21.—Cycling circles were quite active during the past week. The San Jose Road Club opened its new clubrooms last Wednesday and a meeting of the officers of the Northern California division was held in the new clubrooms of the Garden City Cyclers on Saturday night. The rooms of the Road Club were thrown open to the public and in spite of the stormy weather a large number attended. The rooms are situated on South Third Street. The arrangement of the new quarters is excellent, everything for the health and comfort of the members being looked after. The front of the building is occupied by the parlor, billiard and reading rooms, and the back rooms are fitted up for gymnastic purposes.

Although the Garden City Cyclers have not yet formally opened their elegant new rooms on San Fernando Street, they were used on Saturday evening to entertain the L. A. W. officials of the Northern California division. The meeting was presided over by Chief Consul Charles K. Melrose, of San Francisco. The chairman of the racing board, R. M. Welch, reported that he is preparing a list of coast championships, to be few in number and correspondingly important, so that a rider holding a championship will be entitled to distinction. He is also working on a metropolitan racing circuit, to include San Francisco, Oakland, Alameda, and San Jose. By this arrangement, no city within a radius of 150 miles can hold a race meeting on the same day. It was decided that a League meet be held this year, and San Jose was suggested as the proper place for holding the same. The Garden City Cyclers have received a proposition to hold the meet here on the Fourth of July. At this event, all League members will be admitted free upon presentation of their tickets. This would be the big event of the year, as the League has regained much of its former prestige in this part of the state.

Considerable routine business and general discussion was indulged in, after which the meeting adjourned to the banquet hall, where a splendid table awaited them.

Wilbur Edwards is having a mechanical pacemaker constructed. It is an electrical contrivance, designed to go at the remarkable speed of 1 minute or less for a mile. The machine is similar to a tricycle, two wheels behind and one in front, the whole to be covered with some light material fashioned after a cowcatcher on a locomotive, to be used as a wind-break. Between the two rear wheels will be a powerful electric motor, above which will be seated a driver, who will be shielded by a plate glass window; a side bar, used as a trolly, connects with a wire running around on the inside of the track, so arranged that the view of spectators will not be obstructed.

Al. Jarman will ride on the Falcon team this season. Jarman was one of the most promising men that the Garden City had at the beginning of '94, but had to give up riding to look after business.

Both the Road Club and the Garden Cities are preparing their men for the 100-mile inter-club relay race, which takes place early in April. The Garden Cities won the cup last year, and have set all their energies at work to carry it off this year too, but they will have to ride harder this time, and will have more clubs to compete with.

Wilbur Edwards has presented his club with the piano that he won in the twenty-five mile track race held in Los Angeles, last October, when he beat Zeigler out for first place.

PRESIDENT BATES' IDEAS.

Permit me to sketch a plan for liberal changes in the L. A. W. racing rules. This plan has been enthusiastically approved by many wheelmen.

Wheelmen shall be classed as follows:

A—Amateurs (with substantially the present definition of Class A).

B—Professionals.

An amateur going out of his own state to contest shall be provided with a certificate of membership and standing from his own division. Such certificate shall be recognized everywhere, unless notice of invalidation has been published by the division issuing it.

Amateurs may contest for prizes not exceeding a value of $100 for any one prize; but special licenses may be granted for higher values.

Medals or objects of art, properly inscribed, shall be first prize for annual national, state, county, or club championships, and for record breaking; but no medal or inscribed prize shall be offered or taken for any other contest. Other prizes may be given in addition to inscribed medals or objects of art for championship and record-breaking first prizes.

An amateur may not sell, give, barter, loan, or pledge any prize until after thirty days after the close of the racing season in which such prize was won; after that date such prizes won by an amateur shall be owned in fee simple, like any other property lawfully acquired (except that medals and inscribed works of art shall never be sold, given, bartered, loaned, or pledged by either amateurs or professionals).

Clubs may employ trainers, pacemakers, and other assistants for their own members within the limits of their own divisions only.

No amateur shall receive any compensation, direct or indirect, for riding, using, or performing any service for any particular wheel, tire, bicycle part or accessory, or engage to ride, use, or perform any service or advertising for any wheel, tire, bicycle part or accessory.

No person expelled from Class A shall be eligible for admission into Class B except by special permit from the racing board.

Professionals may engage for hire to ride, use, advertise, or perform service for any wheel, tire, bicycle part or accessory.

Professionals may contest for money or any other prizes; but the value of any one money prize shall not exceed $100, except by special permit.

Professionals may sell, give, barter, loan, or pledge any prize except a medal or inscribed object of art.

Betting upon any bicycle contest, or being interested in any wager or risk other than the prize contested for, shall be punished by permanent expulsion.

Special license may be granted for contests between champions of Class A and champions of Class B, or between either or both and foreign visitors (except that Class A members may not race for money).

Any American wheelmen who shall visit any foreign country shall, while abroad, be released from the rules of the L. A. W. and be required to obey the rules governing the country in which he visits, under penalty of expulsion from the L. A. W. upon conviction of having broken such foreign rules; but no complaint shall be tried unless it is attested by the governing body of the country where the offense is alleged to have been committed.

This plan is only a sketch—not a complete or accurately drawn set of rules.

The division of all wheelmen into only two classes, amateurs and professionals, is the simplest and most practical known and tried anywhere. It is substantially the system that is making France the head of the cycling world.

This division and these rules are intended to keep the amateur a real amateur, without dodging or nonsense, while it avoids the difficulties of both the American L. A. W. and the English N. C. U.

The amateur is given the liberty, of which he has too long been unjustly deprived, to race at any distance from home, and for prizes of more value—as large a value as is good for the sport—and of honestly disposing of prop-

erty honestly won. The prohibition of selling, giving, or disposing of amateur prizes during the season is fully as efficient as the present rules—more efficient, in fact—to prevent amateurs from racing merely for profit, while they are put on a level with amateur artists, authors, or any others—given the right, to which they are both legally and morally entitled, to hold, use, or convert property honestly earned, just as an amateur artist, author, gardener, farmer, or mechanic, sells his productions, if he can.

The object of limiting medals and inscriptions is to stop the nuisance of racers going about covered with all sorts of trashy trophies, also to reduce the number so that they can easily be kept track of.

If no person expelled from Class A is eligible for Class B then his punishment for dishonesty is real, and not a reward and promotion.

Provision is made for contests between two classes and for the proper treatment of foreign visitors. The present rules make American hospitality and courtesy churlish, in fact, indecent, and actually prohibit the very things the American nation most desires to see, and that would most redound to our glory—welcoming the champions of other nations to contest with ours upon American tracks.

The rule giving Americans just freedom when they visit Europe to obey the laws there needs no defense or eulogy. It is practical common sense and gentlemanly courtesy, as well as international law and comity.

All that I ask is for wheelmen to study these matters well. If they approve of such changes, or any others, they can, if they will, compel the L. A. W. to adopt them.

The *L. A. W. Bulletin* recently asked, in apparent seriousness, if anybody could render a good reason for not joining the League, at the same time confessing that far too few do join it. I have been rendering a reason and predicting slow growth for several years. The great American people do not join the League because they do not like its lack of liberality. Its rules are not popular. It is not approved by public opinion. The way to succeed is to invite success. The way to attract greater numbers is to please greater numbers. That's what's the matter, precisely. If you wish to be convinced talk with the general public on the grand stand, don't confine your inquiries to wheelmen who are already members.

Every needless restriction put by the rules upon the natural and lawful freedom of American citizens hinders the prosperity of the League. Every rule that is not in accord with American law, tradition and common sentiment hinders the growth of the League. Too much exclusiveness and too much unnecessary governing hurt the League. Too much special privilege for Class B and restriction for Class A hurt the League. Threats of a rule to prohibit women from exercising their natural and lawful rights and to prevent their holding the same rights for the same money as men in the League damage its growth. Rules that are based upon the assumption that everybody except a select few are dishonest rascals not to be trusted with ordinary liberty, hurt the League. Rules that make crimes of acts that are lawful, reputable, and common, hurt the League. Expelling our greatest and purest champions, as Zimmerman, prejudice the American people against the League.

The League ought to have at least 100,000 members. It will have them as soon as it is reformed so as to represent and please American public opinion. PRESIDENT BATES.

A COMMUNICATION.

Mr. Albert Mott sends us the following communication in answer to an article in THE BEARINGS of January 4, and we gladly give him a hearing:

EDITOR THE BEARINGS: The article headed "Referee's Decisions," (probably not written by Mr. Barrett or Mr. Van Sicklen, who are not "ignorant of the rules,") so far as it relates to Baltimore and myself is correct with the following exceptions:

First. The racing rules do not say "the referee's decision shall be final," as therein quoted.

Second. The trouble did not occur "in a five-mile handicap."

Third. It was not caused by any of the riders starting for two laps on the bell.

Fourth. The referee did not refuse to listen to a protest.

Fifth. The referee did not rescind his action.

Sixth. He did not quote, "the referee's decision shall be final."

With these exceptions, which perhaps only leave the punctuation points, the "Baltimore case" is all true.

The facts, as briefly as possible, are simply these:

The riders ran the last lap of a heat, to qualify, knowing that it was the last lap, and after crossing the tape spread out as usual at a finish preparatory to a stop, which proved it conclusively to the mind of the referee. Especially did the rider protested for do this and he especially did not qualify and did not claim it. Then some trainers ran out on the track from the training quarters and amid wild gesticulating and shouting by them of "go on," "go ahead," "another lap," some of the men were deceived by the trainers and started again.

A salesman of a cycle firm then protested, was listened to, and a decision rendered that the judges had the men correctly as qualified.

Then the salesman became abusive. He was directed to leave the track for that. He did not go, and persisted in his loud and abusive language in the hearing of the grand stand. Then the marshal of the track was called and directed to remove him, which was done.

Then there was no response to the bell for the next heat.

Then men, with horror depicted in their intellectual countenances, ran up to the referee and exclaimed in awful accents "the riders have struck."

Then the referee called at the training quarters, and in an address it was believed there was a misunderstanding of the case by them, and the referee proposed to give them the benefit of the doubt, in all fairness, and explain it before they should commit a fatal act on insufficient evidence; that a protest had been lodged and a decision on it given; that it was for the Racing Board, not them, to review the decision; that the man making the protest had in his excitement become abusive and ungentlemanly, and had been removed from the track; that they could not afford to uphold ungentlemanly conduct; that Albert Mott personally cared nothing whatever for the abuse, but that he would be recreant to his trust, and himself culpable if he did not protect the office of referee created by the Racing Board, and that therefore the decision must stand at present; but, that redress was provided for and could be had of the Racing Board for any hardship put upon them by a referee, and that, finally, the bell would be rung for all the events, and the clerk of the course would announce each one, and that if they did not respond that fact should be at once reported to the chairman of the Racing Board.

The bell was rung and the men responded.

The marshal asked if the man who had been abusive should be allowed on the track, and the referee replied, "Yes, if he promises to behave himself."

The facts were reported to Mr. Raymond and Mr. Gideon, and they gave the opinion that the proper thing had been done.

The racing rule referred to by the article reads: "His (the referee's) decision in all cases shall be final *providing his decision does not conflict with any of these racing rules*," which is a qualification decidedly not mentioned by the writer of the article referred to.

The decision on the protest was based onthese grounds: Even granting that the bell had been illegally sounded by the scorer, a true sporting judgment would depend upon its (the bell's) effect upon the minds of the riders, if that could be ascertained. Every rider must have one chance to qualify—not two. Two chances would be unfair to those who had qualified. The riders proved conclusively to the mind of the referee that they understood it was their last lap and only chance, by the usual maneuvering for places for a spurt; by the spurt made by all of them, and by the spreading and holding up and sitting up after crossing the tape, especially the rider who was protested for. They showed by every action familiar to witnesses of races that they supposed rightly that they competed for qualification in that lap, aud had jumped for all there was in them. It was also in the mind of the referee that the unlawful "coaching" of the trainers was what had caused the *after* confusion among the riders, and *not* the scorer's bell.

Some confusion in THE BEARINGS article is no doubt due to the fact that in another protest by the same rider on the same day, in another race, the following rule was read to the protesting man: "The judges shall decide the positions of the men at the finish. In case of disagreement the majority shall decide. Their decision shall be final and without appeal."

This protest was that he had won third place when the judges had declared for another.

The judges were polled, in his presence, by the referee, and confirmed and insisted on their original decision of the order of the finish. The rider then insisted that the prizes should be held up, whereupon the racing rule was read to him, as above, and he was told it could not be done, that there was no "appeal" to the referee or to the racing board and, in fact, nothing whatever to justify holding up the prizes that it was not a decision under Track Rule 3, which provides that prizes shall be held up when the protest is that there is "conflict with any of these racing rules," but that this was a protest of the degree of judgment exercised by the judges within the strict line of their duty and nobody's else.

This is written to you because it is the first time specific statements have been seen, although general ones have appeared, about "ignorance," "rotten decisions," etc., which were just a trifle amusing. And then again, as it is nowadays the proper caper to question motives, who knows but what this "ignorant referee" wants to be made the "new official referee."

BALTIMORE, MD., Jan. 20. ALBERT MOTT.

QUAKERS ATTEND THE SHOW.

PHILADELPHIA, PA., Jan. 27.—"Show" week in New York has had a detrimental effect on cycling in this city during the past week, both as regards the sport and trade. Everything has been dull and even the reporters who hustle after cycling news have had little encouragement.

Hundreds of wheelmen availed themselves of the opportunity of visiting the show at greatly reduced rates, and during the week one was always sure to find many familiar faces from the City of Brotherly Love. The dealers were there in force and did a great deal of business. On Wednesday, "Philadelphia Day" was observed and from 200 to 500 Philadelphians were in attendance. If they can not have a show of their own they at least appreciate a good one, whether they had to travel ninety miles or not. They were well paid for their trip and enjoyed the exhibition immensely.

The Turner Cyclers held their annual meeting on Friday night and elected the following officers for the ensuing year: President, Daniel Lorenz; vice-president, Fred Oldach, Jr.; recording secretary, Herman Schwartz; financial secretary, Herman Winterer; treasurer, Henry Auer, Jr,; captain, Leo F. Jones; directors (two elected for two years), Adolph Boch and A. E. Hundtermark. With the exception of the captaincy there was no opposition for any of the offices. For the office there were two candidates, Jos. I. Smith being the opposing candidate. Both had made a vigorous fight, but Jones was the lucky one. The vote was a close one.

BICYCLE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II. CHICAGO, FEBRUARY 1, 1895. No. 22.

TO OUR READERS.

There's no rest for the weary. We thought that we had got through with shows when the New York exhibition closed last Saturday night, but to our sorrow we find that there is still one more show. This week we are at Philadelphia giving the Quakers an opportunity to examine the work of the "builders of the most highly finished bicycles in the world." Therefore we will again have to postpone the account of the "Bantam's experience at the New York Cycle Show."

EDITOR "FOWLER TRUTH."

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

"THE FINEST IN THE WORLD."

Editor "The Bearings."—We received "The Bearings" this morning and saw our name mentioned in a letter from R. C. Whayne. We must say that we do not consider "The Bearings" the best cycling paper in America, but the finest in the world. We also read the article "English vs. American Wheels." Our motto is "America leads the world" and we shall put it in large letters above our stand at the cycle show at Amsterdam next February. We were the first to introduce American wheels in this country and already we have had three imitators in as many months. We want all American novelties and we are sure to find them in "The Bearings."

Please quote us advertising rates.

Respectfully yours,

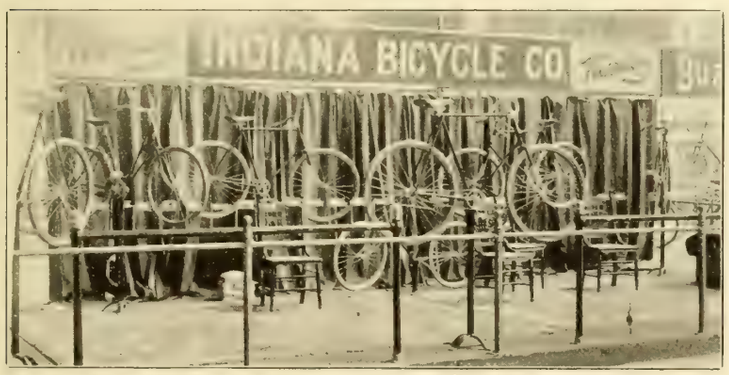
W. Washington Taylor & Co.

Rotterdam, Holland, Jan. 11, 1895.

NEW YORK SHOW IS OVER.

Close of the Brilliant Society Event in Gotham—What Some of the Leading Exhibitors Think of the two Shows.

NEW YORK, Jan. 28.—The closing night of the first national show under the auspices of the Cycle Board of Trade closed at Madison Square Garden last Saturday at 11 p. m., and before the chimes of a distant church had rung out the hour of midnight, ushering in the Sabbath, but little remained of what had been the grandest scene of life, gayety and animation imaginable. Fully 8,000 persons attended the Garden on the last night, the men appearing better groomed than usual, while dainty members of the fairer sex drifted here and there, clothed in brighter hues, than on any of the preceding evenings.





The final hour arrived all too soon for those present, dozens of regretful expressions being overheard on all sides when the musicians, under the direction of Gustave d'Aquin, had ended the last selection on the programme, and the whistle of the superintendent of the buildings signaled "all out." That the show was a success there can be no doubt; that it was a magnificent success, is equally certain, both from the amount of business transacted and the number of persons attending, as well as from a standpoint of beauty and perfect management. During the last day, THE BEARINGS correspondent called on those, who had also exhibited at Chicago, and in reply to a request for their respective opinions on the two shows

The Following Batch of Expressions Were Gathered:

SYRACUSE CYCLE CO., per W. D. Hawley: While the business done by us at Chicago was immense, we must say that the New York show was still more satisfactory, or rather, surprising. The crowd in attendance here does not seem to be so enthusiastic as at Chicago, and is certainly no larger. The exhibits could not have been better than in Chicago, although the surroundings in Madison Square Garden has a better effect, and serves to show them off better than at Battery D. We are thoroughly satisfied with both shows.

COLUMBIA RUBBER WORKS, of New York City, per J. C. Pierrez: This show is far ahead of Chicago in point of building, attendance, arrangement of exhibits and management. The amount of business done at both places was satisfactory to us. One thing that created a strong impression on my mind was the high class of people who attended this show. The very leaders of swelldom have called at our stand, and I think that before long the cycle exhibits will at least be considered equal to the society horse show by the "400" of New York.

YOST MFG. CO., of Toledo, Ohio, per W. C. Brewer: In my mind there should only be one show held, and that at Chicago, providing a suitable building could be secured, Regarding the New York management, this company has no complaint to make. We think the National Board of Trade of cycle manufacturers should manage the annual show. In the future we believe the exhibit should be held as early even as October 1.

AMERICAN DUNLOP TIRE CO., of New York City, per Harvey Du Cross: From a business standpoint the two shows are about even. Things are all coming our way anyhow and maybe that is why we are as satisfied here as we were in Chicago. Personally I favor two shows, both of them to be over by January 1. This idea of holding them so late necessitates a running behind on orders and naturally a delay on same. The management, both here and at Chicago, was faultless. Our business has been entirely up to expectations both at Chicago and New York, but I think that if the dates chosen for the next exhibits are about the middle of November, everyone will be better contented.

W. H. WILHELM & CO., of Hamburg, Pa., per Harry Wilhelm: We were perfectly satisfied with Chicago and will be there next show sure. We did the most business in Chicago. The Chicago management, and for that matter this one also, cannot be improved upon. Of course the building in New York is way ahead of Battery D Armory, but with a Madison Square Garden in Chicago, that would have completely distanced all other shows. As it is, the building here is the only thing ahead of Chicago.

FENTON METALLIC MFG. CO., of Jamestown, N. Y., per A. Gilbert, Jr.: I think that both were really excellent shows. The amount of business done here by us was greater than Chicago. We favor two shows annually, to be held about November 1. The management was satisfactory at both places. All they need in Chicago is a good building, something fashioned after the Garden here.

CLEVELAND RUBBER WORKS, of Cleveland, Ohio, per J. F. Ives: Being a New Yorker, I think that this show leads not only Chicago but the world as well. Business here is no better than Chicago though. The New York management compares favorably with Chicago, it being impossible to improve on that. The Chicago show was strictly a business affair, while this one seems to be more of a society event. November is about the right time to hold future exhibits, this date being altogether too late.

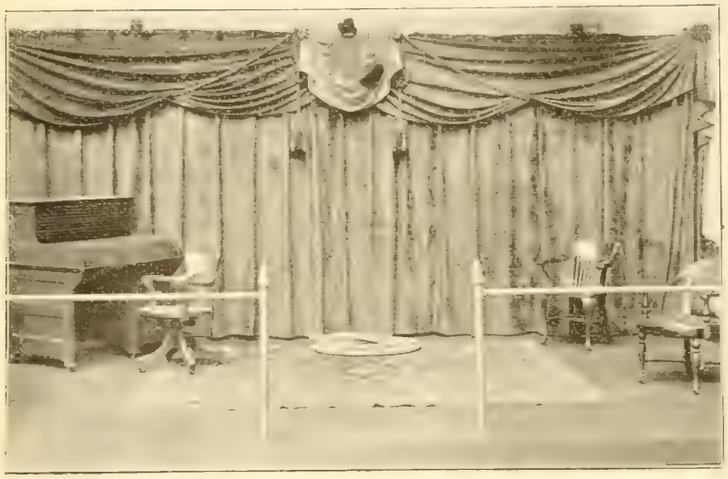
UNITED STATES TIRE CO., of New York, per A. J. Cahill: Well, its pretty hard to say which of the two shows has been the better. It reminds me of the story of the Irishman who was asked to pass an opinion on the merits of two brands of whisky. Says he, "There is no such a thing as bad whisky, although some is better than others." Both shows have been good, and to speak truthfully, I don't know which was the better. We did big business at both cities.

POPE MFG. CO., Hartford, Conn., per L. S. Dow: Colonel Pope was called away today, and I really do not know how he does feel regarding the two shows or the date or anything else. Our business at both cities was all that could have been desired. Possibly earlier in the year would be better for several reasons. The attendance here has been composed apparently of a very swell class. We are thoroughly satisfied with both shows, as regards management, especially in Chicago where every attention was shown exhibitors.

INDIANA BICYCLE CO., Indianapolis, Ind., per Fred Pattee: As far as the management is concerned, I do not see but that the Chicago show was run every bit as good as here. We took more orders in Chicago than at New York, but they were not so large in size, thereby making things about equal. The shows should be held not later than December 1. If the Chicago people could arrange for say the third week in November with one week intervening the New Yorkers could get along nicely with the first week in December. Personally I am dead against shows of any kind. I think it is better to hold shows, if shows there must be, under the management of the Cycle Board of Trade.

PLYMOUTH CYCLE MFG. CO., of Plymouth, Ind., per W. Smalley Daniels: The New York show was fully as good as the one in Chicago and we have seen as many agents here as there. We did more business in Chicago than here. I like the universal size idea of railings and signs as worked in

New York. We could not possibly have been better cared for by the management here than was the case in Chicago, where exhibitors were asked several times daily if anything could be done to add to their comfort. However, there is no fault to find with the New York show people and we will be at both exhibits next year. Our local agent in Philadelphia holds a cycle show of his own next week at which all the Philadelphia dealers will



Morgan & Wright's stand.

exhibit, and it is our intention to go there from here. It is to be hoped that the next national show will be held before the holidays. We did more business here this time than we did last year and feel highly gratified.

EAGLE BICYCLE MFG. CO., Torrington, Conn., per F. E. Weaver: We believe the shows should either be held decidedly earlier to give all manufacturers ample time to canvass the trade afterward, or else later, for the interest of the riding public. I should judge that both shows were about even in point of business, a large number of agents being in attendance at each place. Most of the business done by standard concerns is placed with their regular agents who would have placed orders earlier had it not been for the shows, or in other words, new business acquired by older concerns is comparatively small at the cycle shows, they being of most benefit to companies of more recent organization.

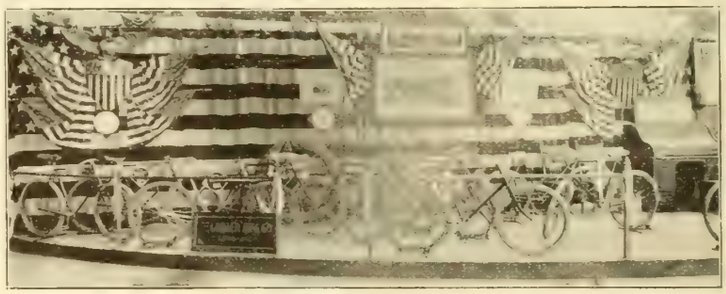
EDWIN OLIVER & CO., New York City, per "Ned" Oliver: There is no comparison between the shows from an artistic stand point, the New York show being away in the lead of Chicago. More business was done in New York than in the western city although I was perfectly contented with things there. The management at both places can not be criticised in any manner. I think it is to the general interest of the trade, not to have any shows at all, but if it must be so, then arrange the date fully six weeks earlier.



REMINGTON ARMS CO., Ilion, N. Y., per J. W. Schoefer: We are doing a magnificent business here, everyone of our representatives taking plenty of orders. We have seen all the big eastern trade, and did more business the opening day here than we did during the entire week in Chicago. If the shows could be held in the month of November it would certainly be much better. Compared to Chicago, the management is much cleaner, that is, so far as the littering of the floor with paper and trash is concerned. The attention shown exhibitors in Chicago was admirable. I like the regulation height of stands and railings as used in New York.

STERLING CYCLE WORKS, Chicago, per C. W. Dickinson: Business satisfactory. Prefer January for date. Don't care to make any comparison between New York and Chicago show. Did big business at both places.

MUNGER CYCLE CO., Indianapolis, Ind., per L. D. Munger: This is the finest show I ever saw in the east. It certainly has reached my fondest expectations from a busines standpoint, and I went away beyond the same in regard to the social end of it. New York has made a greater jump forward during the past year than for any three years together in the past, as far as the cycle business is concerned. I was much surprised to see that the so-called "400" of society do actually take an interest in the sport. I had heard the stories of them, but always doubted it until now. I believe it all now. I can readily see that the New York show is a grand success, and it is a necessity if cycling is to be kept alive. Two shows are best, one in Chicago and the other here. If December 1 was taken for the first exhibit so as to get all through by January 1, I think it would be much better.



CENTRAL CYCLE MFG. CO., Indianapolis, Ind., per L. M. Wainright: Business here was quite as good as at Chicago. The management at both places was really excellent. This regulation style of placing signs and rails allows the manufacturers more of a chance to exhibit their stuff than was the case at Chicago. I don't favor the show idea myself and think that the trade would profit if it was discontinued entirely. I would gladly go into any movement to abolish cycle exhibits. If there must be shows, let them be about December 1.

E. C. STEARNS & CO., Syracuse, N. Y., per E. H. Wilcox: The New York show is indeed a beautiful bazaar, a sort of society event in Gotham, from which point it is a grand success. We did more business in Chicago by big odds than here, that being a business show and this more of a society fete. True, this New York Show is a great educator but then future shows must not be held later than November 15 so as to be all over by the holidays.

EASTERN RUBBER CO., Trenton, N. J., per J. A. Barnes: We are satisfied with both shows and have done enough business and booked enough orders both at Chicago and here to keep us rushed for some time. I would



rather have shows in November and prefer two shows to one, Chicago and New York being the best locations. Everything is satisfactory.

WINTON BICYCLE CO., Cleveland, Ohio, per Geo. H. Brown: From a business standpoint, New York is not in it with Chicago. I size up the entire thing in that way. This show is well managed and all that, but not to compare with Chicago, where each of the management made it his special business to inquire of each exhibitor daily what could be done for them, if anything. Exhibitors appreciate attention like that, I tell you Another thing in which Chicago led was the system of giving agents visiting the show, badges by which they could be recognized by exhibitors. The date for cycle showing is altogether too late. November would be about right. I say let there be one show only, and that at Chi—, well, have it centrally located.

GORMULLY & JEFFERY MFG. CO., Chicago, per A. L. Atkins: R. Phillip

The Best

THE STERLING

Made so ***strongly*** that it never needs repairs.

Finished so ***beautifully*** that it attracts universal admiration.

Runs so ***easily*** that it makes you feel good to ride it.

Built like a watch, with care and attention to the ***minutest detail.***

The acme of all that is ***modern*** and ***perfect*** in bicycle construction.

Edition de luxe catalogue of the year, mailed free on request.

Sterling Cycle Works,
236-240 Carroll Ave.,
Chicago.

Schoverling, Daly & Gales, 302 Broadway, New York.

Bicycle Built

PEREECTION CAN NOT BE IMPEACHED. AN AC

DID YOU SEE THAT WATCH TICK?

DID YOU HEAR THAT HORN BLOW?

HAVE YOU READ WHAT IT SAYS?

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It's the voice of the REAL ESTATE AND BUILDING JOURNAL, of Chicago, which spoke on the result of the great cycle show. Unsolicited, unrewarded, and without any purpose but telling the truth, it gives the palm fairly and squarely to that perfection of mounts—

THE MONARCH.



MONARCH CYCLE Co

FACTORY AND MAIN OFFICE, HALSTED AND LAKE STREETS,
RETAIL SALESROOM, 280 WABASH AVENUE, ... CHICAG

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A CRUCIAL TEST

THE STANDARD OF SUPERIORITY AS ESTABLISHED BY THE CYCLE EXHIBIT.

The careful statistician who attempts to classify the one hundred thousand riders of the wheel in Chicago, will be astonished to find how large a proportion of the cyclists are connected with its real estate and building interests. It is significant but not surprising that over and beyond all other professions, trades or occupations the real estate operator should be found amongst those foremost in availing themselves of nineteenth century methods of travel, for even the physician, the exigencies of whose calling demands a convenient and reliable means of rapid transit, does not feel a more imperative demand for the cycle than does the real estate man to whom "time is money" and who finds that this means of transportation is available beyond all others.

Realizing these facts the recent Cycle Exhibit was anticipated with interest, and means were adopted looking toward a thorough and unbiased report regarding the relative merits of the various mounts offered the purchasing public with a view to the selection of the best, that such might be editorially endorsed to our readers, above any and all other manufactures. Of course journals devoted to the interests of the bicycle industry cannot make such distinction as they rely largely upon the advertising patronage of the manufacturers for support and were the really best selected and endorsed in preference to all other brands, the ones discrimated against would withdraw their advertisments from the columns of the paper making the distinction. However, the REAL ESTATE AND BUILDING JOURNAL is in a position to make a selection upon merit and has done so in a way which cannot but afford satisfaction to its readers who must look in vain in bicycle publications for unprejudiced advice in making selection of a wheel. Upon the opening of the Exhibit this paper assigned a trusted member of its editorial staff to act with a mechanical expert who has no interest in any particular wheel, and who by the way was formerly connected with the largest cycle manufacturing concern in the East. These two men without betraying their mission to any man, made a thorough examination of every line of wheels exhibited, carefully and judiciously weighed every claim made by the various manufacturers and noted all expressions of those most competent to express intelligent opinions. This exhaustive and painstaking search was conducted during the entire six days of the exhibit and at its close the two representatives of this paper met to compare notes. Upon coming to a point of making a decision both were gratified—but not surprised—to find that each was ready to award the palm of pre-eminent superiority to the same wheel, viz., the Monarch. Both conceded that such a preponderance of points existed in favor of the Monarch whether viewed from the vantage ground of the experienced mechanic or from the standpoint of the editorial writer who in his way has had an equally long experience with the wheel, that no other decision could be given The reader should remember that this decision was arrived at after the most thorough investigation with no friend to reward, no enemy to punish and no interests save those of our readers to serve.

In view of such facts those who have neither time nor facilities to make such investigation, may rely upon the justness of the verdict. Taken as a whole the Monarch ranks above any and all other wheels and is emphatically and unqualifiedly the best For this reason we commend it above all the rest whatever claims may be made. The decision is based upon a fact which is above question or argument and should be of benefit to every reader who contemplates the selection and purchase of a wheel for the coming season.

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MENTION THE BEARINGS

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MENTION THE BEARINGS

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In fact, everybody who visited the New York Show admired the six handsome models of . .

Syracuse Bicycles

Which were one of the leading attractions of the big exhibit. A man with half an eye could see that the Crimson Rim line was bound to shine again as the

The Leading Bicycles of '95.

. . . . . SEND FOR THE HANDSOMEST CATALOGUE ISSUED.



Makers,

Syracuse Cycle Co.,

Syracuse, N. Y.

Southwestern Agents,

A. F. Shapleigh Hardware Co.,

St. Louis, Mo.

Gormully was seen in the cafe accompanied by A. G. Spalding, but refused to be interviewed on the comparison of the shows. Mr. Atkins, however, expressed himself as follows: "Being a Chicago firm, we would naturally do more business there than in New York, although we have broken all records here. We are entirely satisfied with the week's work and have no complaints or suggestions to make. I really am not prepared to be interviewed regarding the best date for holding the shows."

Arlington U. Betts & Co., Toledo, Ohio, per Max. R. Himes: We did much more business in Chicago than here and feel that the shows should in the future be held much earlier. Frequently firms have their catalogues all made up and printed before we can do business with them, and even if a deal is made we are not put in their catalogue then. If, say, November was chosen I think it would be much better. Regarding the management I want to say that we have been treated most shabbily. We were given a 6 x 6 foot space in one of the balconies for which we were charged $75. That was all right enough until we found out that other firms, possibly favored ones, were given larger spaces at less money, and that too on the main floor. It was not right, so we moved down here with the Eastern Rubber Co., last Wednesday.



Black Mfg. Co., Erie, Pa., per F. A. Brand: Chicago was the most successful of the two shows, and I'll tell you why. The one that has the first date is bound to be the greatest from a business standpoint. We really favor Chicago, I guess, anyway. The attendance here has been, as you know, good; but no larger than at Chicago. The date is altogether too late, causing a rush on travelers after it is all over. In Chicago sales were of the quick action style, while here you may not see the results until the future. At the Chicago show a buyer would enter the booth, look at the wheel, examine it, remark that he liked it, ask for best terms and sign the contract for fifty or more, in all not spending five minutes talking it over. Here, however, after an hour's exchange of ideas, explanations, arguments, etc., the agent tells you he will think it over and there you are.

John P. Lovell Arms Co., Boston, Mass., per D. R. Harvey: This is far ahead of Chicago in point of business and everything else, although we were thoroughly well treated there and did good business. The date is about a month too late. Two shows are best, New York and Chicago.

Snell Cycle Fittings Co., Toledo, Ohio, per H. H. Nelson: This



building is so much finer than the Chicago one, and the attendance apparently greater, that one would feel disposed to speak in favor of this show were it not for the books, which show quite plainly that Chicago beat New York completely from a business stand point. We are satisfied with both places, but think the latter part of November to be much better date for all concerned.

New Departure Bell Co., Bristol, Conn., per Mr. Rockwell: We did more business in Chicago than in New York, although we can not complain of the amount done here. The shows should be held a month or more earlier. No possible complaint can be laid against the management at either show. We were well cared for by both, especially Chicago.

Western Wheel Works, Chicago and New York, per Theodore Merseles: Although I was not in attendance at the Chicago exhibit I understand from those of our concern who were, that this is way ahead of the Chicago Show. If held about six weeks earlier, in time for the holiday trade, it would certainly be much better. Both the shows have been entirely satisfactory to the Western Wheel Works and we have nothing but the most sincere praises for both managements.

Ames & Frost Co., Chicago, per A. W. Moore: The amount of business was about the same at both places, but there were, by all means, more



agents at Chicago. December 1 would be a more desireable time for holding future shows we think. The management here was no better than Chicago, excepting in one thing and that was the rule against smoking in the building after 6 p. m. That was a good point and is deserving of special mention.

New York Tire Co., New York City, per Frank N. White: We did an enormous amount of business in Chicago, but did still better in New York. The date should be as early as December 1.

Hill Cycle Mfg. Co., Chicago, per Frank Fowler: Chicago beat this show out, twice over. The management has been as good here as at Chicago but no better. Of course Madison Square Garden is a more appropriate building for a thing of this kind than old Battery D, and then this similarity of heights of signs is a good thing. If I were running this thing I would stipulate that the signs each be a certain distance up with the rest of the space to the floor open, thereby making a prettier effect than is the case now. Chicago was the real cycle show this time. We have had visits from all the society people of Gotham and they go into ecstasies over the Fowler, but ecstasies don't pay for meal tickets and while we appreciate their kind words and ability to know a work of art when they see it, yet—well business is business, and we did more of it in Chicago in two days than we did here in the entire week. Of course we are satisfied, having placed the Fowler with agents throughout the east, for which we thank the ones who have allowed us to grow up. A date about two months earlier will be the proper caper hereafter.

Buffalo Cycle Co., Buffalo, N. Y., per F. C. Atherton: We have done much more business in New York than at Chicago. The dates should be considerably earlier. Perfect management has marked both shows. Yes, we will attend both this year. Chicago and New York seem to be about the proper places.

Keating Wheel Co., Holyoke, Mass., per W. B. Osgood: While our Chicago business was enormous, we have completely beaten that out here during this week. If the shows of the future are held earlier by even two



months, I believe it will be considerably better all around. Two shows are all right, New York and Chicago being the best places to hold them. The management of both places could not have ben improved upon.

L. C. Smith Tire Co., Syracuse, N. Y., per C. A. Benjamin: We did more business here than in Chicago. Future shows ought to be held about

December 1. The New York management was as good as at Chicago, but no better.

PEERLESS MFG. CO., Cleveland, Ohio, per W. A. Neff: Our business was big at Chicago, but we equaled it here. Shows ought to be held earlier. The management here has been fully up to that of Chicago.

ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO., St. Louis, Mo., per L. W. Conkling: The results of this show are ahead of those at Chicago. If they had a building like this one in Chicago, I am satisfied that nothing on earth could beat the western city. Perfect management and good business were the features there, although the business has been better here.

WARWICK CYCLE CO., Springfield, Mass., per T. T. Cartwright: This show compares favorably with Chicago. We have transacted more business here than there. If the future shows were held a month or so earlier it would be better all around. The management at each show was entirely satisfactory.

H. A. LOZIER & CO., Cleveland, Ohio, per Mr. Goss: The volume of business negotiated by us at the show has been a pleasant surprise to us. Although not up to the results of the Chicago, we did such a tremendous business there that it would take a big lot to equal it. The results here, however, are perfectly satisfactory. If the shows were held, say December 1, it would be better and it is to be hoped that the coming cycle exhibits managers will attend to that point. This building beats Chicago, but the management could not at least do any more than tie it.

CRAWFORD MFG. CO., Hagerstown, Md., per L. B. Whymper: The results here have been satisfactory and compare favorably with Chicago. The date is rather late.

LIBERTY CYCLE CO., New York City, per J. S. Bretz: We have done more business here than at Chicago, simply because we cater to the eastern trade. That Chicago was a business show of huge proportion there can be no doubt and the management there, as here, was all that could be asked. We did more business in Chicago than we expected, and came fully up to expectations here. Future shows should be held earlier.

BOSTON WOVEN HOSE & RUBBER CO., Boston, Mass., per C. E. Weaver: We did more business at Chicago than here, that exhibition seeming to be more of a business affair than this in general. We can find no fault with the results here, however, and the management is as good as Chicago, but no better. December 1 or thereabouts would be better dates for holding the coming shows.

E. NODERER MFG. CO., Cleveland, Ohio, per E. Noderer: More business was done in Chicago than here by us. The management there paid more attention to the smaller exhibits than seems to be the case here. In Chicago no complaint was waited for, the managers voluntarily offering any needed assistance at all times. If the dates of the shows were made, say six weeks, earlier it would be better.

A. G. SPALDING & BROS., New York and Chicago, per A. G. Spalding: It will be impossible to learn for two or three weeks, definitely whether more business was done here than at Chicago or *vice versa*. No criticism regarding the two managements can be made by me. I am a Chicagoan as is Mr. Gormully (seated across the table) and let it suffice to say that Chicago can and will hold its own against the world.

GEO. N. PIERCE & CO., Buffalo, N. Y., per Mr. Thompson: We have done about twice as much business here as at Chicago. The attendance



does not seem to be so large, however, although the management is as good. The Chicago show was a magnificently managed affair and we are thoroughly satisfied with the results. November or December will be better dates than January, hereafter.

MCKEE & HARRINGTON, Lyndhurst, N. J., per J. H. McKee: New York beats Chicago with us, as far as results go. We have done more here than there. No complaint at all to make with Chicago, but we have made a stronger play for eastern trade than western and so naturally the results run accordingly. From one month to six weeks earlier would be about right so for as dates are concerned.

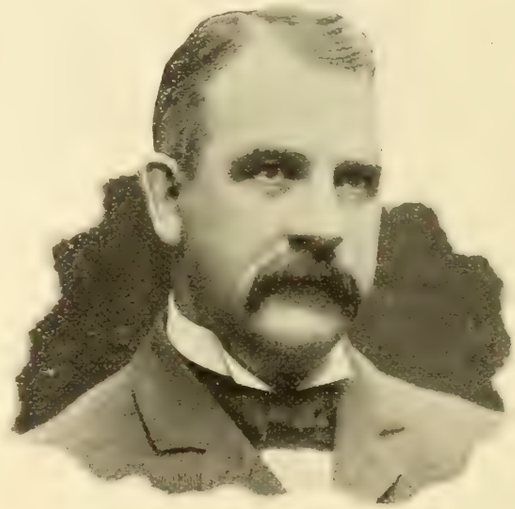
G. W. COLE & CO., New York and Chicago, per G. W. Cole: New York equaled Chicago, and that is saying a great deal. We did not expect to have our magnificent business of Chicago reached, but it has been. Shows held about December 1 or even earlier ought to be better still than these.

Many others questioned replied in the same strain. All favor dates from November 1 to December 1, and with one or two eastern concerns the volume of business done here was no greater than at Chicago.

A. G. SPALDING THE NEW PRESIDENT.

The Cycle Board of Trade Transacts Considerable Business at New York—Details of the Annual Meeting.

NEW YORK, Jan. 28.—Two meetings of note were held at the Madison Square Garden last week by the National Board of Trade of Cycle Manufacturers. The first was on Thursday at 2 p. m. and the other, on Saturday at 3:15 p. m. Both were held in the Garden Concert Hall and were well attended. Probably there should have been more persons present at the Saturday session, especially in view of the fact that every exhibitor was requested to either be present or send a representative. By actual count from THE BEARINGS correspondent's seat in the balcony, the total number of persons present when the meeting was called to order, was exactly sixty-six, including the officers and committee upon the stage. Fully 500 were expected and, although nothing was said upon the subject, it could be plainly seen that newly elected president of the board, A. G. Spalding, felt somewhat concerned regarding it. The Thursday meeting was held for the purpose of reviewing the work of the past year, the first one of the board's existence, reading of reports and election of officers. Over $90,000,000 worth of cycling manufacturing property was represented by those present, when



A. G. SPALDING, President of the N. B. T. C. M.

President Albert A. Pope called the meeting to order. Those present of the active members were, Messrs. Bidwell, Burris, Coleman, Kennedy-Child, Dickerson, Day, Dykeman, Faxon, Fowler, Garford, Gormully, Hulbert, Lovell, McKee, Neff, A. A. Pope, Geo Pope, Pierrez, Page (proxy), Redding, A. G. Spalding, Smith, Stearns, Palmer, Kiser, Wilson, DuCros, Bowe, and Measure.

A. Kennedy-Child then read the minutes of the last previous meeting. At this point of the proceedings Colonel Pope slowly arose from his chair and addressed those present for several minutes, regarding the first year of the Board of Trade's existence. He then branched off into an interesting account of cycle manufacturing in general and, beginning at the first, brought his listeners down to the building of safeties and

The Introduction of Pneumatic Tires.

He lauded the latter in particular, and dwelt at length on the advantages of air cushions" as compared with the solid tire of yore. There were several tire makers and dealers present, and each one thought the Colonel was alluding to his special make, all of which did the same Colonel no harm. After a lengthy but decidedly interesting discourse on the success of the New York Show, a few words of praise and thanks were offered F. W. Sanger, the Garden's manager, for the able manner in which he had attended to things in general. The Colonel then sat down, and the treasurer's report was read by Mr. Child, he having been handed same by Mr. Redding, the board's treasurer before the meeting opened. The report showed a balance on the proper side of the ledger. Something like $800 has covered all expenses for one year, the receipts amounting to about $1,000 for the same length of time.

A. G. Spalding moved, after the treasurer's report had been received, read, and approved, that the National Board of Trade of Cycle Manufacturers meet again on Saturday afternoon in the same place, and that all exhibitors, the press, and the cycling public generally be informed and invited to be present. This, Mr. Spalding said, would enable holders of special railroad tickets a sufficient length of time to prepare themselves for their departure from New York, in view of the fact that the tickets had to be used within three days after the date of the last meeting of the Board of Trade. This point was voted upon and passed unanimously.

A vote of thanks to Mr. Sanger, of the Madison Square Garden, was then moved by A. G. Spalding, who was at once seconded by a dozen voices.

Colonel Pope in expressing the gratitude of the Board to Mr. Sanger, spoke highly of his ability to cope with huge projects such as the cycle show had been, and thanked him most earnestly for the manner in which he had treated the various members of the Cycle Board of Trade, as well as each

exhibitor individually. In reply, Mr. Sanger, who had been seated at the rear of the hall in his characteristic, modest manner, arose and said: "Gentlemen, it affords me the greatest possible amount of pleasure to hear you speak so well of me. I have endeavored to please you all in the managing of this exhibition, but if I had known of this vote of thanks being thought of, I can assure you I would not have been present. Of all the various styles of entertainments held here at Madison Square Garden, there is absolutely none that brings me in contact and association with such a thoroughly representative body of men, and withal, gentlemen, as the cycle show. I thoroughly appreciate your kindness, gentlemen, in remembering me here today and in conclusion, would say that my best wishes are for the cycle manufacturers' continued prosperity."

A warm round of applause greeted this modest speech, after which Secretary

Kennedy-Child Submitted His Official Report

to date. It was an exhaustive document, several pages of type-written paper, but in those pages a report of every detail had been prepared, all of which was listened to by those present with the greatest of interest. A part of the report read as follows:

Since its successful formation the Board of Trade has been officially recognized by the United States Government through the Inter-State Commerce Commission as the representative authority on all matters concerning the general industry of cycle making and selling. No legislative enactment, either State or Federal, that is calculated to affect either beneficially or otherwise the industry can even be discussed without the Board of Trade being called in either for instruction or advice. The various incorporated Boards of Trade, some hundreds in number, are in official communication with us, and the various transportation and other carrying organizations of the United States are, at the present time, listening to our demands regarding more favorable rates for our product.

The board has called into existence several committees to aid it, prominent among them being the committee to investigate the relations between the racing man and his employer, and a committee that has been erroneously entitled the Press Committee, which really was called into existence to make a thorough investigation of the circulation and standing of such publications as desire a patronage of the members of the National Board of Trade, recognizing that exhibitions of cycles were held for the benefit primarily of the trade. The Board of Trade undertook the management of the exhibition now in progress. Any one of you who may have been in the hall, and mingled with the crowds of orderly people who with intelligent interest viewed what is unquestionably the finest display of bicycles that the world has ever seen, will possibly appreciate the fact that the whole exhibit is a success.

Owing to the great distance that a number of the members of the Board of Directors and Executive Committee have to travel to attend meeting, they have not been as numerous or as well attended as we could wish, but it is a satisfaction to know that what we have lacked in numerical strength we have made up in tireless activity, for the same persistency that these gentleman have taken in establishing business of an international reputation has been ungrudgingly given to the stockholders of this corporation. That there is a wide field of usefulness all ready for the occupation of the Board of Trade of Cycle Manufacturers is a fact of which I need not remind you. Concerted action and mutual confidence accomplishes quickly that which individual and fancied antagonism could never succeed in. If the magnitude of the industry in the next ten years may be computed by its growth in the last decade, we believe that this corporation, wisely directed, will become a mighty power for good in our midst.



Mr. Snell moved that, the election of officers being in order, the chair appoint a committee of three to retire and bring in a list of thirteen names, men to act as directors for the ensuing year.

The members named by Colonel Pope, to act on the committee were Messrs. Garford, Lovell, and Bidwell. They retired and in a few minutes returned with the following list of directors for 1895: A. G. Spalding, New York; R. P. Gormully, Chicago; Geo. Pope, Hartford; R. L. Coleman, New York; C. F. Smith, Indianapolis; W. F. Wilson, New York; C. W. Dickerson, Chicago; M. Measure, Boston; E. C. Stearns, Syracuse; A. Kennedy-Child, Hartford; W. J. Bruff, New York; Joseph McKee, New York, and W. A. Redding, Brooklyn.

Messrs. Bidwell, Lovell, and Garford were appointed to act as tellers and the balloting began. After the votes had all been cast and the tellers had retired to count the same, the thread of the routine was taken up and unfinished business was called for. Nothing of an interesting character occurred therein. Mr. Gormully moved that a vote of thanks be tendered the retiring president, this being seconded by A. G. Spalding. Thanks were offered and accepted by Colonel Pope who replied in a nicely-worded speech. The tellers, at this point returned and announced that 665 votes had been cast, of which number, three had been necessarily cast out owing to imperfection. The motion to adjourn was then made, and after having been duly seconded, the meeting came to an end. The thirteen directors, however, moved to a private council chamber in the tower and proceeded to elect the following officers for 1895: President, A. G. Spalding; vice-presidents, R. Philip Gormully and George Pope; treasurer, W. A. Redding; secretary, A. Kennedy-Child; executive committee, R. Philip Gormully, Joseph McKee, W. F. Wilson, George Pope, and R. L. Coleman.

Following is a complete list to date, of the active members of the Board of Trade, together with the number of shares held by them, respectively:

NAME AND ADDRESS.	SHARES.
Atherton & Funnell, Buffalo	10
Bruff, W. J., New York	25
Bidwell, George R., New York	5
Black, George I., Erie, Pa	25
Burris, Elliott, New York	25
Bowe, J. C., Syracuse	10
Coleman, R. Lindsay, New York	50
Child, A. Kennedy. Hartford	10
Crawford, R. S., Hagerstown	50
Dwight, Henry C., Hartford	5
Dewey, W. F., Toledo	25
Dickerson, C. W., Chicago	20
Day, George H., Hartford	25
Dikeman, C. S., Torrington, Conn.	10
Ducross, Harvey, New York	4
Faxon, O. J. & Co., Boston	10
Fowler, F. T., Chicago	25
Garford, A. L., Elyria	10
Gormully, R. Phillip, Chicago	50
Goodspeed, C. E., Brooklyn	25
Hulbert, William A., New York	1
Indiana Novelty Co., Plymouth, Ind.	10
Johnston, W. C., Goshen, Ind	10
Lozier, H. A., Toledo	25
L'Hommedieu, S. Y., New York	2
Lovell, Benjamin, Boston	25
Measure, W., Boston	50
McKee, Joseph, New York	10
Neff, W. A., Cleveland	25
Pope, Albert A., Boston	50
Prial, F. P., New York	20
Pope, George, Hartford	25
Pattison, John C., Shelby, O.	25
Pierrez, j. C., New York	2
Page, T. C., Chicopee Falls	25
Rood, Charles D., Springfield	25
Redding, W. A., New York	5
Spalding, Albert G., Chicago	50
Stall, W. W., Boston	10
Schulenburg, O. G., St. Louis	10
Smith, C. F., Indianapolis	25
Stearns, E. C., Syracuse	10
Scheffey, W. A., New York	10
Very, Alpha O., Springfield	25
Vogel, Geo. M., Toledo	10
Wilson, William F., New York	50
Wainwright, L. M., Indianapolis	25
Cushman, Joseph W., New York	1
Kiser, J., Chicago	10
Palmer, John F., Chicago	10

SATURDAY'S MEETING.

The session, which was called for Saturday afternoon, was rather poorly attended, there being but sixty-six persons all told present, whereas fully 500 were expected. Upon the stage the newly elected board of officers and directors were seated with Albert G. Spalding in the chair; seated to his left sat R. Phillip Gormully, first vice-president of the board, while to President Spalding's right, was Secretary A. Kennedy-Child. After the usual routine of preliminaries had been gone through with, President Spalding arose and addressed the meeting as follows:

A short time ago the word "bicycle" only meant recreation, experiment, oddity. Do you realize what it now means? A decade ago the dozens of wheels then in use could be counted on the fingers of your hands. Today the hairs of your head are inadequate. A decade a few advanced workmen occasionally earned a little money by making a bicycle. Today skilled scientists and mechanics rely for the support of their wives and children upon the annual salaries received from more than 100 different American cycle manufacturers, employing in the aggregate over 50,000 American workmen.

A few years ago £1,000 would cover the entire investment of the world in the bicycle business, and we had in America only a few important wheels. Today those in this room represent an investment of millions of dollars, and the annual output of hundreds of thousands of wheels. Today we have somewhat limited, and tomorrow we will still further limit, the field of the horse, reduce his value, and surpass his speed. Steam and electricity are now our only rivals. The meaning of the word "bicycle" has changed. It now means thought, rivalry, nerve, competition, capital, profit, loss, business.

When one says iron, lumber, produce, food—thoughts of rivalry, antagonisms, joint interests, common benefits, and mutual dangers at once and naturally flood the mind, and Boards of Trade for the general good are recognized as beneficial and necessary. The phenomenal and growing interests of the public, as shown lately in Chicago, when the buildings were entirely inadequate to contain those wishing to enter, and now here in New York's magnificent Madison Square Garden, which has been nightly filled with crowds of ladies and gentlemen whose intelligence, refinement, and numbers recall the great social event the Horse Show—the extraordinary risk of our undertaking, the magnitude of our investments, what we have done, what we propose to do, all declare that we are one of the great family of businesses.

The need of proper legislation, better roads, guards against common dangers, aids to mutual benefits, justify and warrant the existence of the National Board of Trade of Cycle Manufacturers. It is only a short year ago that a few manufacturers saw the coming need and legalized our Board of Trade. Our growth, like our bicycle, has been phenomenal, and today our voters must be counted by the hundreds, and our power is felt where the bicycle is known.

The first year has ended with an exhibition we are all proud of. An exhibition without tricks or sensational attraction, yet to which came the best educated and most intelligent ladies and gentlemen of New York and other parts of the country to see the artistic merit, designing ability, and the mechanical inventions which they demand and which we must supply, as the genii of the wheel. What maker here that has not "heard from the board" during the past year? What lover of the bicycle that has not been proud of this exhibition?

To each and all of them I say: Join me in praising the late retiring President, Colonel Pope, and his board of directors for the result of the past year, and thanking him and them that our first birthday is so gloriously celebrated by this grand exhibition that closes tonight.

And now with us, my fellow-officers, rests the future, and it is no trifling trust. Each year doubles the investment and output, and quadruples the problem and the responsibility that comes before the National Board of Trade. I sincerely thank you, gentlemen, for intrusting to me the office of president. While appreciating the honor, I also realize the responsibility and hourly see the horizon of its possibilities growing.

Before accepting this office, so kindly and so unanimously tendered to me, I had a plain talk with the Board of Directors, and explained to them that I could not accept the office unless I could have assurance from each and every member of the board that they were in earnest about this Board of Trade, and would give it the necessary time to insure its success.

I am pleased to state, gentlemen, that such assurance was given very enthusiastically. I accepted the office knowing it meant certain work, and while doing my utmost to discharge its known duties, I shall also study to discover new fields in which to make it felt that we have a Cycle Board of Trade.

It has been said, "a leader's strength depends upon his followers." "Leaders" and "followers" are not the right terms with us, and I use them only to call attention to the fact that our Board of Directors are the real men with whom lies our fate for the next year. Those of us who are manufacturers know these gentlemen. To those present who are only friends of the wheel I would say that every member of our Board of Directors is one of those who has helped the bicycle in its present high position.

Let us, then, all go forth, and for the next year, as individual, maker, or seller, contend among ourselves to make the best and to sell the most, but let us all, as makers, sellers, or friends of the bicycle, unite together to do our utmost to make the National Cycle Board of Trade a body whose power for good shall be felt by makers, dealers, and users throughout the length and breadth of America.

The close of these remarks was the signal for an enthusiastic outburst of applause, amid which the speaker resumed his seat. Following Mr. Spalding in speech-making was R. Phillip Gormully, of Chicago, the first vice-president of the Board of Trade. Mr. Gormully spoke entertainingly on matters in general relative to cycling, not forgetting to allude glowingly

Arrow! Rex! Climax!



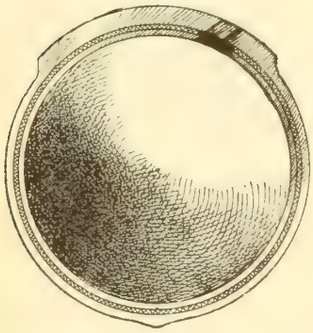
THE ARROW

is the best mechanically fastened Pneumatic Tire manufactured, and the ONLY practical one.

HOW TO OPERATE THE ARROW PNEUMATIC TIRE.

This tire has pockets on its outer edges containing a wire on either side that makes three circumvolutions, with its ends free. At two places on either edge of the tire the wire is exposed. Where it is exposed a slight swell on the wire will be noticed.

To take the tire off the rim, first find the two exposed places, then by the use of the tire remover, which we furnish, push the swell on the wires toward each other until the edges of the tire enlarge enough to be slipped over the rim. To replace, lay the tire on the rim and pull the wires as far in the opposite direction as possible.



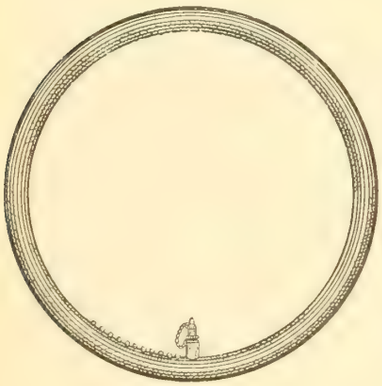
CLIMAX

Our Climax Pneumatic Tire has a separate casing and inner tube and cements on the rim. It is made of the very best Old Fine Para Rubber, carefully compounded with only enough sulphur to properly vulcanize it, and stands the greatest possible amount of wear and hard service.

This form of tire is very popular. Price and quality considered, it is the cheapest tire on the market. But not a cheap or competition article. We make only high-grade goods, and any bicycle tire bearing the name of this company is first-class in every respect. The utmost pains are taken in its manufacture to obtain a most excellent finish, strength and resilience not being sacrificed.

Each tire is fitted with our Superior Pure Para Air Tube, a full description of which is given elsewhere in this book. We very strongly recommend these tires to manufacturers, dealers, repairmen, and riders.

Our guarantee is a strong one.



REX ROAD TIRES

The Rex Road Pneumatic Tire, as manufactured by us, has a separate casing and inner tube, is laced in one place, also cements on the rim. This tire is very strong, light, and beautifully finished. Although strong, it yields to pressure at all points. They weigh two and three pounds per pair, and are fully guaranteed for road purposes.

The two-pound Rex is an excellent racing tire; is very lively, and will not burst, neither will it puncture easily. The so-called lighter racing tires, made of loose fabric or strings, are very unreliable and give out at the most critical periods. Unlike the latter tires, when punctured the difficulty can be easily located, and when repaired are permanent. The air cannot follow porous places.

The three-pound tires are most excellent for all road purposes, and are more resilient than any other manufactured.

The Superior Pure Para Air Tube is used in every tire together with our Superior Air Valve. To those who want a strong resilient tire of lightest possible weight, consistent with strength, we highly recommend our Rex Road Tire.

COMET.

We also manufacture a cheaper tire branded Comet. They are strong, resilient and durable.

Attractive advertising supplied free, bearing agent's name. Send for information and circulars.

DISTRIBUTING HOUSES:
312 Dearborn St., CHICAGO.
90 Chambers St., NEW YORK.
Day Rubber Co., ST. LOUIS, MO.
S. F. Hayward & Co., PITTSBURG, PA.
H. C. Lecato, PHILADELPHIA, PA.

Mention The Bearings

EASTERN RUBBER MFG. CO.,

TRENTON, N. J.

to the cycling press, whom he said, were certainly of great benefit to the trade, and which was deserving of the trade's support. Part of his speech ran as follows:

In all large cities there are generally many bicycle dealers, and what I want to state to them is that there should exist a spirit of friendship among them. There is no occasion for any great rivalry or competition. The public is fully aroused to the interest of cycling, as we have seen by the grand attendance in this hall during the past week; therefore there are customers constantly waiting for bicycles. I have stated that there should be a spirit of friendship rather than a spirit of competition.

The prices are practically the same on all wheels, and I would suggest that local Boards of Trade be formed in every city in the land, of which all people engaged in the business of selling bicycles should become members. They can meet and consult as to the general guidance of the trade, and they can arrange and agree to uphold prices.

They can arrange and agree as to the proper and correct allowance to be made for seeond-hand machines in trade, which is now a source of loss to all, as, though the agent may not cut the price of his machine directly, he may be tempted to allow so large a price for a second-hand machine, that he can not possibly sell it for the amount allowed, and which is practically and really only another way of cutting prices. All of this can be avoided by co-operation and the formation of a local Board of Trade.

In many cities, as many of you are aware, these boards have been formulated and are working with great and growing success and profit to the individual dealers, and I would also recommend that all the members of every Board of Trade thus formed should become associate members of this, the National Board of Trade, thus bringing the national and the local associations in constant touch.

Spalding in introducing the "silvery-tongued orator of the outfit,") "and therefore," said Mr. Child, "I call upon him to explain himself."

Mr. Coleman, however, suffering from a bad case of stage fright, refused to talk, notwithstanding repeated calls of "Coleman, Coleman," from the audience, whereupon C. W. Dickerson, of the Sterling Cycle Works, in response to calls for him, arose, and in a slow and dignified tone spoke on interesting topics in general, although not at length, closing his remarks with a resolution to the effect that all future cycle shows in the United States be held under the auspices of the National Board of Trade, which resolution was carried unanimously.

Secretary Child announced the sub-committees appointed to transact certain branches of work, as follows:

Legislative Committee—W. A. Redding, chairman; George R. Bidwell, A. Kennedy-Child.

Press Committee—R. Phillip Gormully, chairman; George Pope, C. W. Dickerson.

Transportation Committee—Joseph McKee, chairman; George H. Day, R. Lindsay Coleman, C. F. Smith, George R. Bidwell.

Racing Committee—George Pope, chairman; E. C. Stearns, C. W. Dickerson.

TRAVELING MEN AND DEALERS.



EMIL WERNER, promoter of the coming Philadelphia Show.



W. M. JUSTICE, of Pittsburg, maker of the famous Pittsburg Bicycle Stand.



W. D. HAWLEY, one of the leading traveling men of the Syracuse Cycle Co.



JOHN A. BLACK, who sells wheels for the Yost Mfg. Co.



EDWARD T. WEBB, of the New York Standard Watch Co.



W. H. FLINN, who represents the L. C. Smith Tire Co. in the West.

We desire associate members. The dues for an associate member are $5 per annum. I think it would pay them to become associate members of this association. We expect shortly to have proper and permanent offices established in New York City, where we shall establish bureaus of informatien on all subjects pertaining to the trade, and such information and advice when wanted will be gladly given to all associate members I trust that applications will be made at once by those present connected with the business for associate membership in this association. We need your help and assistance, and will endeavor in return to help you in every right and proper way in the conduct of this business. I have nothing more to say. What I have left unsaid will be told by others. We thank you for your attention, and I again ask your co-operation, feeling certain of the desire of our present Board of Directors to carry this association to a full and complete success.

Like Mr. Spalding's, the speech of Mr. Gormully was tumultously received. Geo. Pope, the second vice-president, was not present, in commenting upon which President Spalding said: "My pleasant duty would have been to introduce to you our second vice-president, George Pope, of Boston, but I regret to say that he has suddenly been obliged to visit his factory at Hartford, but assured me that he was heartily in sympathy with the objects of our Board to Trade, and would do all he could to advance its general interest."

A. Kennedy-Child spoke next in order, in a strictly humorous strain, creating mirth and applause when he had finished. In concluding his remarks, Mr. Child said that R. L. Coleman was to blame for his having entered politics (which subject had been jokingly alluded to by President

After all business had been finished up, President Spalding asked if there were any persons present who would like to suggest anything to the Board of Trade, or in any way make any remarks of whatsoever nature. No one responded or made any effort to avail himself of this opportunity and the meeting was adjourned.

Fires in Chicago.

The fire fiend has been let loose in Chicago the past week and the cycling public has been among the sufferers. Thursday morning, January 24, fire gutted the famous restaurant of Winter's, where the wheelmen have eaten their noonday meals for the last two years. Hardly had the cyclists recovered from the shock when fire broke out Saturday night in a room adjacent to the offices formerly occupied by the Premier Cycle Co. above the store of the Overman Wheel Co., at 289 Wabash Avenue. The flames were confined to the second floor, but considerable damage by water was done to the stock of the Overman company and Seig & Walpole.

The G. M. Shirk Mfg. Co. will handle Zimmy cycles in Chicago this year. They will open a store on Wabash Avenue near Jackson Street, in charge of H. R. Pollow. They will also manufacture the Chicago, a wheel listing at $90.

REWIEW OF '95 CATALOGUES.

A gem in its class is the Stearns bicycle catalogue for 1895. The general appearance of the book is neat and compact. It has a quiet, unpretentious cover with a circular blue seal bearing the stamp of the well-known name, "The Yellow Fellow," and underneath in pretty lettering, also blue, the firm name and address.

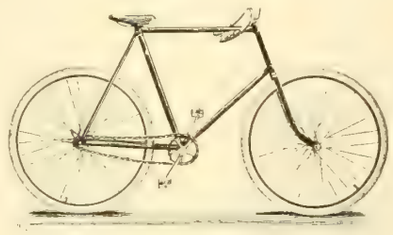
Nearly every page bears half-tone cuts of bicycles and the various parts of bicycles, and the workmanship is of the kind which repays the very closest examination. The full-page cuts are done in two colors, a half tone in black and white in the center, and the border of each centerpiece is a delicate brown forming a frame for the picture, and itself ornamented with dainty little cuts in the corners illustrating many pretty wheeling scenes.

The reading matter in the catalogue deals first with bicycling as a healthful and enjoyable exercise, gradually leading up to the excellence and superiority of the Stearns wheel for both women's and men's use. The firm have a range of weights and variations in the heights of frames to suit all needs. Then comes a table of world's records made in the Stearns, and a little dissertation on the pains the company have taken in narrowing the tread of their machine, and at the same time preserving strength and rigidity.

They guarantee their machines and the tires used on them for one year, unless injury is caused by abuse or neglect.

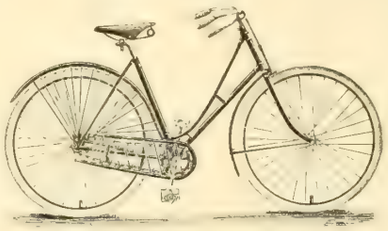
Excellent illustrations are given of all the principal parts of a bicycle, with detailed description of each. Full-page cuts are given of the Stearns Special, Model A, Model B, Stearns Racer (in weights from fifteen to eighteen pounds), Model D, Model C, and the Diamond frame tandem, and Combination frame tandem, detailed specification being given of each.

Rouse, Hazard & Co., Peoria, Ill., have forwarded us one of their 1895 catalogues. Their catalogue is neatly gotten up on heavy paper and is printed in two colors throughout. It is far ahead of any catalogue ever before issued by this large and well-known house, which is now entering on the sixteenth year in this line, and which has a trade that extends to the four quarters of the globe. For many years they have had many of their machines built to their own specifications by the best makers they could procure. They have now begun to manufacture their own wheels and will be better prepared to take care of their trade than ever before. Their line for 1895 will consist of thirteen models of Sylphs and Overlands, built on the very latest lines and up-to-date in every detail. They will manufacture five patterns of Sylphs, weighing sixteen, nineteen, twenty-one, and twenty-two pounds respectively, including a racer and a twenty-one-pound ladies' model, with chain and dress guards. Price for all patterns of Sylphs, $100.



Model H Sylph.

The Overland line embraces eight patterns or models in twenty-four, twenty-six, and twenty-eight-inch wheels, and prices $40, $50, $65, and $75, including both diamond and drop frames. All Overlands and Sylphs are built of Shelby steel tubing, and drop forgings are used throughout. All bearings are tool steel, even in the lower priced machines, while in the $75 and $100 models the bearings are absolutely dust proof—a feature indispensable for easy running.



Twenty-six-inch Ladies' Overland.

Besides the thirteen models mentioned above, a complete line of sundries will be carried, also a large and various line of special bargain cycles. Exclusive territory and complete protection will be given agents the same as last season.

Dressed in bright yellow is the fifth annual catalogue of Geo. N. Pierce & Co., of Buffalo. Its contents are principally devoted to a very complete description of their different styles of wheels with specific instructions to buyers regarding chain adjustment, size of sprocket for road use, etc. They call particular attention to the crank shaft bracket, which is a one-piece steel shaft bracket, having brazing surfaces or lugs *inside* the bracket. Their leader, the Pierce Model 1, is a road machine weighing twenty-three pounds, and lists at $75; a very attractive drop-frame women's wheel weighs twenty-five pounds and list at $80. The catalogue has full-page cuts of the leading wheels and many pretty half-tones. The company take special pride in their Queen tricycles for children, youths, and misses, of which wheel they are the sole manufacturers. These are made in five sizes, and for ages from three years to fifteen years.

In an eight-page circular, called their cycle show number, the Syracuse Cycle Co. set forth the merits of the well-known wheels with the Crimson rims. Models of their leading wheels are shown and several well worked-up half-tones make the pages attractive. Their racer weighs only fifteen pounds, and is listed at $125. The diamond frame tandem is a beauty, weighing only thirty-six pounds. They will build it to order with a drop frame in front for ladies' use. Their Model C is built with special view to use by heavy-

IF YOU WANT A CHEAP BICYCLE OR TANDEM YOU WILL NOT BUY AN EAGLE

WE MAKE ONLY THE BEST

THE EAGLE BICYCLE M'F'G. CO.

TORRINGTON, CONN.

weight riders. Three of the leading houses of the country will have the Syracuse as a leader, the Shapleigh Hardware Co., Farwell, Ozmun, Kirk& Co., and the Supplee Hardware Co. The catalogue has a striking cover, printed in three colors, in which crimson predominates.

The catalogue of the Grand Rapids Cycle Co. is not quite so big and pretentious as those of some of its competitors, but it tells its story in a very readable way just the same, and has a unique letter-sheet cover, with a clipper under full sail encircled by a wheel—a very dainty design. Inside the cover we are told that '95 Clippers are under full sail for first place in bicycle manufacture and that since the first machine was built by the company in 1889 the business has successively outgrown two buildings, and that their third and last quarters, the 1895 building, will be taxed to the utmost to supply orders. The new Clippers embody beauty and lightness, simplicity and strength, and the company call particular attention to their new dust-proof bearings, which are used on their full line of wheels. The light roadster weighs twenty-two pounds and lists at $100, the business men's roadster is fitted with raised or up-curved handle bars, and weighs twenty-six pounds; the ladies' Clipper, twenty-seven pounds, and lists at $100.

Wood rims, high, medium, and low frames, narrow tread, locking device for handle bar, light weights, white-ash mud and dress guards, steel-bushed rivet chain, tool-steel bearings, and reinforced tubing are some of the features of the 1895 Lyndhursts as set forth in the catalogue of McKee & Harrington, New York. They are furnished in three heights of frame, Models A, B, and C, for short, medium, and tall riders. The company are particularly proud of their chain, which they claim is so constructed as to avoid wear and the consequent loosening so annoying to a rider. Their steel-bushed chain has a piece of sheet steel rolled into a bushing or tube, and this is held in tension by a slot; this sheet steel is hardened and protects from wear the soft rivet holding the chain together; the life of the ordinary chain is about 500 miles, but the Lyndhurst makers claim that the bushed chain will wear for years. Their racers weigh 18½ and twenty-one pounds respectively and list at $135 and $125. A taking feature of the catalogue is a maxim on the margin at the bottom of each page, as, "Some people buy their ozone in tanks, I take mine on a Lyndhurst," etc.

The catalogue of the Eagle Bicycle Mfg. Co., of Torrington, Conn., should find special favor with the ladies, for the design on its cover is a portrait of a stylish-looking girl, framed in a wheel, and encircled with flowers, The book is a beautiful piece of work typographically, and letterpress. paper, and illustrations are such as are found in the current magazines. The aim of this company is to be known as "makers of the best." A prominent feature of their line is the patented Eagle aluminum rim. They have machines for racers, road use, business, a specially built machine for riders over the average height, and a new design, light weight ladies' mount. The Model E, ladies' wheel, weighs twenty-four pounds, when fitted with three-pound road tires, and lists at $125. Four styles of handle bars are manufactured by this firm, also a new sprocket-wheel of very attractive design is shown; its principal features are the eight points of connection to the rim, whereby lightness and grace are gained without loss of strength.

Pearl color and gold are the reigning tints of the cover of the catalogue of the Peerless Mfg. Co., Cleveland; the design is very artistic, with a triangle showing up as the principal feature. Their line of wheels is fully up to date, and some of the special points which they particularly claim for them are a detachable front sprocket, improved seat-post adjustment, universal handle bar, and detachable brake fixtures, which can be entirely removed. They have six high-grade models, and take special pride in their racer Model BB and ladies' wheel, Model K. In the racing field during the past season their machines have always been well to the front at the finish, and the firm are greatly elated over the fact that Triangle wheels wound up the season by capturing the American 24-hour record.

Many styles and many prices to suit many people seem to be the aim of the Crawford Mfg. Co., of Hagerstown, Md. They have high-grade bicycles, and juvenile bicycles, bicycles for $75, $60, $50, and $40. They give their customers a choice among six or seven makes of tires, but Garford saddles exclusively will be fitted to their machines. Their line of wheels and parts is fully illustrated and described in the catalogue, and they guarantee a first-class, well built, durable wheel, and at the same time moderate in price.

The Snell Cycle Fittings Co., of Toledo, have been hustling the past year. So extensive has their business grown that they have erected a larger factory, and purchased a quantity of new and modern machinery. They manufacture pretty nearly everything for constructing a bicycle, and it makes one's head swim to read the specifications of all the parts of which they give details in their catalogue. All parts are amply illustrated and each accessory is numbered to facilitate ordering. They have over fifty different designs of drop forgings; also a very full line of lamps. The diploma awarded the company by the World's Fair judges is printed on the inside of front cover.

Messrs. E. C. Stearns & Co. write us that they think the first century of the year was made on a Stearns ridden by Will Kreitenstein, state centurion of Indiana. He made his century over the roughest kind of roads on a pitchy dark night, the time being 9:15:00; actual riding time, 6:55:00.

D. J. Printz, representing the Reading Nickel Plating & Electrical Co., of Reading, Pa., showed an aluminum saddle at the New York exhibition that seems destined to become popular with the scorchers.

TRIBUNE BICYCLES!

ARE HIGH PRICED, BUT THEY ARE GOOD.

IT PAYS TO BUY THE BEST.

. . . DISTRIBUTING AGENTS . . .

BAKER & HAMILTON, San Francisco, Cal.
California, Nevada, Oregon, and Washington.

THE E. C. MEACHAM ARMS CO., St. Louis, Mo.
Missouri and Lower Illinois.

MORGAN & BEACH, Fort Wayne, Ind.
Indiana, north and east of Wabash County.

HARBISON & GATHRIGHT Louisville, Ky.
Mississippi, Louisiana, Arkansas, Kentucky, Tennessee, Alabama, Texas, Oklahoma, and Indian Territory.

A. H. POMEROY, Hartford, Conn.
State of Massachusetts.

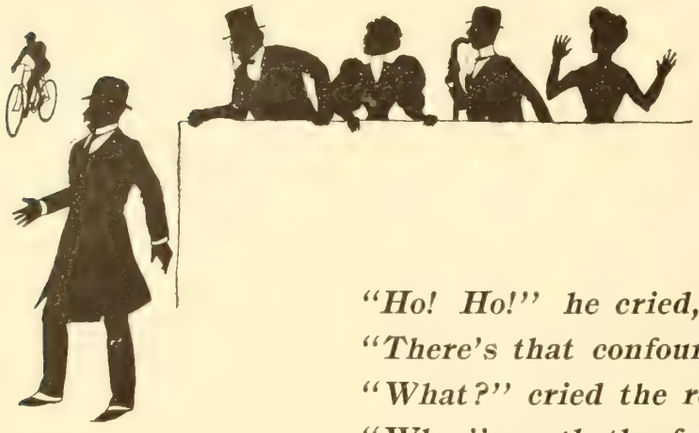
THE GEO. MAYER HARDWARE CO., Denver, Colo.
State of Colorado.

H. T. CONDE IMPLEMENT CO., Indianapolis, Ind.
Indiana, south and west of Wabash County.

STUDLEY & BARCLAY, Grand Rapids, Mich.
Michigan, exclusive of Detroit and vicinity.

WM. H. COLE & SON, Baltimore, Md.
Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, and Florida.

CHAS. H. CHILDS & CO., Utica, N. Y.
New York State and New England, excepting State of Massachusetts.



"Ho! Ho!" he cried, in tones of pain,
"There's that confounded thing again!"
"What?" cried the rest, with loud acclaim;
"Why," quoth the fellow, "see that name:"

Peerless

NOTE THE WEIGHTS
OF OUR

WABASH CYCLES

HIGHEST GRADE.
LIGHTEST WEIGHT.
MEDIUM PRICED BICYCLES.
NOTE OUR
TOOL STEEL BEARINGS.

THE WABASH LINE.

28 in.	Racer, Model	A,	18	lbs.	list $90.00
28 in.	Gents', "	B,	21	" "	75.00
28 in.	Ladies', "	C,	25	" "	75.00
26 in.	Youths', "	D,	23	" "	50.00
26 in.	Misses', "	E,	20	" "	50.00
24 in.	Boys', "	F,	22	" "	40.00
24 in.	Girls', "	G,	25	" "	40.00

THORSEN & CASSADY Co

141 & 143 WABASH AVE., CHICAGO.

Manufacturers of
THORSEN and WABASH
BICYCLES

DO YOU WANT
AN EXCLUSIVE AGENCY?

Sole Agents
STEARNS, LOVELL DIAMOND, and
REMINGTON BICYCLES

LOUISVILLE TRADE LIVELY.

LOUISVILLE, KY., Jan. 26.—As noted some time since, the firm of Harbison & Gathright, the largest manufacturers of saddlery in the south, have taken up the bicycle business as a side line, but will push it better than the usual side lines. They employ a very large number of traveling men, who cover every point worth covering in every southern state. They will control the Tribune and Royal wheels, and expect to make a good showing.

The firm of Griffith & Semple added the Spalding to their line (the Cleveland) after a visit to the show.

The firm of Brennan & Co., the large manufacturers of farm and sugar mill machinery, have done some correspondence with the manufacturers of parts with a view of assembling the wheels at their large manufactory here, but have not made any arrangements yet. The Louisville Pipe Bending Works have been investigating the same question, but have not yet acted upon it.

W. R. Logan, manager of the Kentucky Building & Loan Association, has taken the agency for the Phoenix, and has sold quite a number of wheels even when riding was out of the question.

E. B. Dye & Co., one of the present year's debutants will handle the Keating, Union, Smalley, Falcon, and March lines.

J. W. Spalding will handle the Thistle during the coming season, and expects to be in the front rank in regard to the number of wheels sold. He has one of the largest repair shops in the city at present.

One of the agents who retired during the past season has been devoting considerable attention to working of aluminum, and thinks that he is on the right track now to overcome all of the difficulties that have been met by other experimenters in the past. Before going into the cycle trade, he was a molder, and the experience gained in that line of business has been of the greatest value to him in his experiments. He is very guarded in his conversation on the subject but promises to give full particulars on the results in a very short time.

Martin & Dressing will have a show of their own. So far, they have the promise of the Dunlop, Palmer, and New York Tire Co., the Munger Bicycle Co., with their light weight wheels, the New Departure Bell Co., and the Sager Mfg. Co. to make exhibits. They are corresponding with several others and hope to have enough to fill their large store, where the exhibit will be made.

Jefferis Bros. will follow out their intentions of handling only one make of wheel—the Victor—during the coming year.

R. C. Whayne has been succeeded by the Whayne Mfg. Co., who will handle the wheel assembled by them, the Whayne foot brake and bicycle shoes. The adjustable handle bar patented by Mr. Whayne will be pushed also.

TRADE JOTTINGS FROM QUAKERTOWN.

PHILADELPHIA, PA., Jan. 27.—Garden & Brewster, the Victor and Crescent agents for this city, will have their formal opening next week. Invitations will be extended to the prominent wheelmen and the public in general and a large attendance is expected. Since the firm first took charge on January 1, several changes have been made in the arrangement of the store until now it is one of the prettiest and best appointed plans in the city. The repair shop, which is second to none, has been augmented by additional machinery and the firm is now prepared to do repairing of all kinds. The delivery of '95 wheels has commenced.

C. Fred Cope, the popular trick-rider of this city, closed a deal with the Lozier company at the cycle show last week, whereby he will sell Cleveland wheels during the coming season. Mr. Cope will travel in New York state east of Syracuse, in Pennsylvania east of the Susquehanna River, and through the entire state of New Jersey. He is well acquainted with this territory and should do a successful business.

H. D. Simmons, who will have charge of the branch of the Indiana Bicycle Co., expects to be ready for business by next week. The store at 913 Arch Street has been undergoing repairs for the past few days and is almost ready for occupancy. The first consignment of Waverley wheels is expected early this week.

George Bolton, who formerly was head salesman for the Overman company at the local branch, returned from a trip to the New York show and Springfield on Friday, whither he had gone to consult with his employers. Mr. Bolton will travel through Texas and the south for the next two months for the Overman company.

Wright, Walker & Co., agents for the Eclipse, will be on "Cycle Alley" (Arch Street) in a few days. The firm has leased the store at 923 Arch Street, and expect to greatly increase the already large sale of the Eclipse wheel.

Joseph Holbrook, of 4040 Germantown Avenue, will sell the Falcon line of wheels this year. He will also manufacture machines to order and carry a full line of sundries.

The new store of A. G. Spalding & Bros. is now completely arranged, and the management has sent out invitations for a reception to be held on Monday night. Sanger, Cabanne, and Titus, the members of the Spalding team, will be on hand to help to entertain the guests.

TRADE HAPPENINGS.

WASHINGTON, D. C.—F. S. Cahill & Co., bicycles and sundries, at 1711 Pennsylvania Avenue, dissolved co-partnership, Geo. W. Ribble and Lewis Miller retires from firm, Frank S. Cahill will collect all debts and pay all liabilities.

WAPPINGERS FALLS, N. Y.—S. R. Brown is offering a bicycle tire factory for sale or rent.

NEW YORK, N. Y.—William Stellwagen, 15 West Twenty-seventh Street, is reported to be organizing a company to manufacture a new patent bicycle, dispensing with the pneumatic tire.

WACO, TEXAS.—A. T. Woodworth has transferred his stock to the Woodworth Cycle Co.

DETROIT, MICH.—Anderson Cycle & Mfg. Co. filed annual statement as follows: Capital stock, $15,000; $10,170 paid in; personal estate, $7,537.40; debt, $2 2s2 16; credits, $5,721.25.

MINNEAPOLIS, MINN.—Chas. A. Peterson, bicycle sundries, etc., reported to have placed on record a chattel mortgage for $550.

ELIZABETH, N. J.—F. C. Gilbert & Co., bicycles, bicycle sundries, etc., succeeded by the Gilbert & Chester Co.

HAMBURG, PA.—Klahr, Huber & Co.. manufacturers of bicycle rims, etc., Joseph Klahr, deceased.

PITTSBURG, PA.—Banker Bros. Cycle Co., W. H. Banker deceased.

FRANKLIN, IND.—Lacey & Bridges, bicycle, bicycle sundries, etc., opened new store in the Clark B ock.

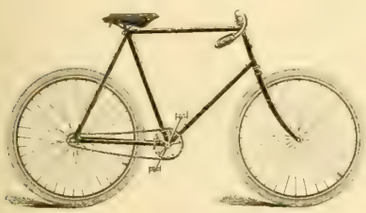
SYRACUSE, N. Y.—D. McCarthy & Co. announce intention of going into the bicycle business February 1, with A. E. Post in charge.

TOLEDO, OHIO —Al. Peter will commence the manufacture of bicycles. Twenty thousand dollars worth of machinery has been purchased for this purpose, and the new plant will be run in connection with a sewing machine factory, of the Union Mfg. Co. Two hundred men are to be employed.

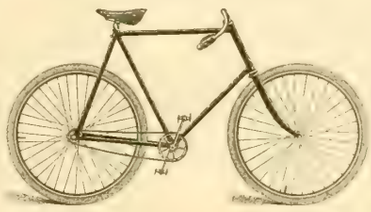
WORCESTER., MASS.—The Spiers Mfg. Co., sporting goods, opened new store at 279 Main Street. The primary object of the new enterprise is the sale of the firm's bicycle. In addition will be carried a full line of sporting goods.

PARSONS, KAS.—Johnson & Steele, bicycles, etc., will open business February 1.

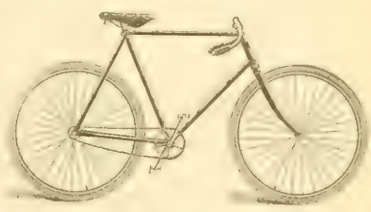
THE UNION LINE.



Crackajack.



Model A.



Special.

RICHMOND, IND.—F. E. Henderson & Co., bicycles, etc., arranging for a location for work, and will transfer the entire business to this city, after the 1st of February.

FITCHBURG, MASS.—S. J. Francis, bicycles and sporting goods, opened new store in the Y. M. C. A. Building.

NORTHAMPTON, MASS.—The Hampshire Cycle Co. is a new firm composed of Taintor, McAlpine, and C. E. Herrick. The new concern will manufacture and deal in bicycles.

THOMPSONVILLE, CONN.—The Wooden Frame Bicycle Co., of Boston, will probably locate its plant in this place. Negotiations are now pending between representatives of the company and prominent business men.

PITTSBURG, KAS.—L. D. Jernigan, hardware, will put in full line of bicycles and sundries, and would like to hear from manufacturers and jobbers.

Recent Patents.

531,695. Waterproof cape. John W. Orr, Cortland, N. Y. Filed March 9, 1894.

532,016. Electrically-propelled vehicle. Henry C. Baker and John K. Elberg, Kansas City, Mo. Filed April 6, 1894.

532,076. Vehicle-wheel. Godfried Laube, Huron, S. D., assignor of one-half to Joseph Hymans, Del Rio, Texas. Filed March 28, 1894.

532,143. Bicycle. William C. Dailey, Philadelphia, Pa. Filed August 27, 1894.

532,159. Wheel. Felix Klingelhofer, London, England. Filed December 9, 1893. Patented in England.

532,189. Wheel-tire. Thomas B. Sloper, Devizes, England. Filed June 7, 1894.

532,287. Bicycle-support. Abraham M. Rihbany, Wauseon, Ohio. Filed September 6, 1894.

532,298. Pneumatic brake. William B. Wallace, New York, N. Y. Filed June 23, 1894.

532,305. Multiple speed-gearing for velocipedes. Frank Bower, London, England. Filed March 3, 1894. Patented in England.

532,144 Bicycle-saddle, Henry A. Christy, Chicago, Ill. Filed December 20, 1894.

532 547. Bicycle-saddle. Arthur L. Garford, Elyria, Ohio. Filed February 3, 1894.

532,596. Propelling mechanism for vehicles. Herbert F. Sheldon, Melrose, Mass. Filed February 2, 1894

532,664. Bicycle-rest. John T. Haskell, Liberal, Kans. Filed July 11, 1894.

532,705. Detachable-link-drive-chain. Adam Ritscher, Taylorville, Ill. Filed Feb. 12, 1894.

Trade-marks. 25,836. Bicycles, Globe Cycle Works, Buffalo, N. Y. Filed November 2, 1894. Essential feature the word "Globe" lying across the representation of a globe.

25,885. Bicycles and their parts, The March-Davis Cycle Co., Chicago, Ill. Filed November 24, 1894. Essential feature the word "March."

The Monarch Cycle Co., of Chicago, are giving away a very attractive picture of a famous lion now in captivity in the Zoological Gardens, London. The picture is 44 x 32 inches and is framed in antique oak. It will make a pretty clubroom adornment, and will be sent to any cycling or social club whose secretary will send their address and shipping instructions.

Synonymous With Success...

Is the Magic Word

SYRACUSE

The most successful retail bicycle dealers of 1894 were the CRIMSON RIM agents. They knew a good thing. Do you?

Northwestern Agents,

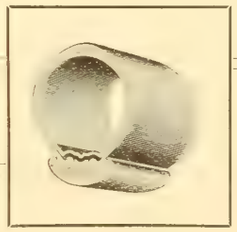
Keep your Eye
on the Crimson Rims.

Farwell, Ozmun, Kirk & Co.
ST. PAUL, MINN.

MENTION THE BEARINGS

TILLINGHAST
DETACHABLE
TIRE

THE MOST

POPULAR  TIRE....

....BY A....

GREAT DEAL

Tillinghast
Mfg.
Co.

ENGLISH TRADE NOTES.

LONDON, Jan. 19.—The current issue of the *Cycle Trade Journal* contains an article on "Foreign Competition" which refers pointedly to the reduction in the price recently announced by Colonel Pope in reference to his Columbia bicycles, and further deals with the offer made by the Union Cycle Co. to retail first-class machines in this country at $100. The article points out to the trade that by treating the subject in a really business-like manner and dealing with the public more straightforwardly, the home trade has nothing to fear from such competition, always supposing that it competes in quality as well as in prices. With regard to the latter, it is clearly pointed out that the reason most of the first-class English machines are so expensive, is that there are very large and now quite unnecessary expenses to be met in the matter of obtaining records, upon which too many firms base their trade. The following extract will give a general idea of the article, and shows that at length the time has arrived when the craze for records will cease and the trade be no longer taxed by those leeches, the makers' amateurs. "We are fully aware that the machine on which Bill Blojjers, Esq., beat the record from Fall-about-in-the-Mud to Little Puddlington-on-Sea draws the passing attention of the merely curious, and so causes the depot window to be thronged; but how many of the crowd are buyers, and further, how many of the buyers would be influenced in their choice by performances which are notoriously bought and paid for?" The licensing scheme has been so wretchedly administered that it has been a failure, owing principally to favoritism, and this being the case it is likely that when the season commences, makers' amateurism will be more rampant than ever. If the tax is to be done away with and cycle manufacturing put upon really business lines, the only course open to the trade is to take the matter up, and by combination stamp out an evil which is likely in the near future to cause its downfall in all markets where anything like keen competition exists.

The Cycle Agents Union is apparently in a bad way. The president has resigned, and the executive have thought fit to remove their solicitor from office. The Union is not a registered body, and this being the case, members are liable for any debts incurred, and the amount of their subscriptions is no limitation. Expensive meetings are being held up and down the country, and therefore I am glad that I am not a cycle agent and a member of this beautiful concern.

The returns of the export trade for December last, show an increase over those for the corresponding month of 1893; in fact the difference is a large one, amounting to no less than $205,620, the total amount for the month being $451,595. Totals for the years 1892, 1893, and 1895 are $4,579,280, $5,166,980, and $6,243, 810 respectively, certainly a satisfactory result.

Osmond's new method of fixing the driving wheel in the rear fork ends has now been perfected, and it is, I think, the very neatest thing of the kind which has been brought out. It entirely does away with the outside nuts, and in this respect it is neater than Sangster's plan, adopted on some of their machines by the Coventry Machinists' Co., Ltd. Their arrangement necessitates a happy-go-lucky adjustment which is uncertain in action, while Osmond's allows of perfect accuracy in this direction. The rear forks are of D section tubing, the flat sides facing inward toward the center of the hub. Near the ends, these flat sides are slotted to receive the spindle, which passes through them, but does not reach to the ground or outer sides of the tubes. Inside the latter, two D section blocks slide, and into these the spindle screws. The cone on the chain side of the hub is fixed to the spindle, while the adjustable one at the opposite end screws on the latter in the ordinary manner. Upon this latter cone is a nut which screws on a projecting shoulder, so that when the spindle is screwed into the D blocks and the latter slid into the fork ends, the whole is locked into position by simply screwing this nut outward against the fork end. The adjustable cone is first turned to the required position, and the action of locking the spindle in the forks by the nut upon it, also fastens the cone. I now like the arrangement very much indeed.

The Humber Pneumatic Tire Co., Ltd., was registered on the 3d inst., with a capital of $5,000 in $5 shares. None of the subscribers are at all well known, and by what right the company calls itself "Humber" I don't know. No shares are offered to the public, but the registration is interesting as demonstrating that in spite of the poor results which have attended most of the small tire companies, "still they come." Truly, "fools rush in where angels fear to tread."

When at Coventry one day this week I called on J. K. Starley, and he informed me, among other things, that he is bringing out an improved form of the "Coventry Chair," which was somewhat popular a few years ago, as an invalid carriage. It then was naturally a heavy contrivance, but now it is to be lighted and brought up to date in every particular, and I have no doubt that it will develop into a really good thing. Experience has shown us that a passenger cycle is quite a practical machine.

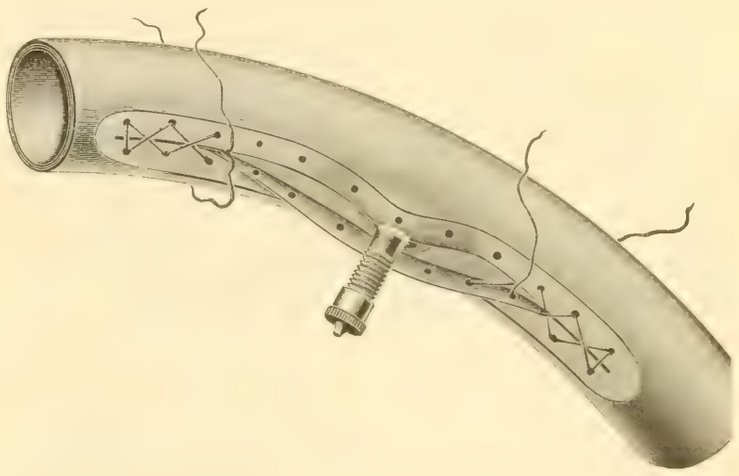
Apropos of the price asked by Messrs. Humber & Co. for their No. 17 tandem, *The Wheeler* contained the following version of that popular song, "Daisy Bell" in a recent issue:

Daisy, Daisy, give me your answer, do,
I'm half crazy all for the love of you,
We must have a stylish marriage
We'll have to buy a carriage,
For I'm sorry to say
I really can't pay
For a bicycle made for two.

The balance sheet of the Whitworth Cycle Co., Ltd., for the twelve months up to the time of the amalgamation with the Rudge Co. has just been issued privately. The profits are $30,000, which is a highly satisfactory amount, when we remember that the capital of the company was only $150,000. I am more than ever at loss a to know why the Whitworth people did not keep their business for themselves, but I suppose there are wheels within wheels "just in the old sweet way!" WILL O' THE WISP.

THE CONQUEROR.

The Mechanical Fabric Co., of Providence, R. I., are marketing the Conqueror tire. It is a single tube tire, pure and simple, light, resilient, strong, rigid, and speedy. It is provided with a laced opening exposing for about five inches the rubber lining and valve stem, with the object of



facilitating the removal or replacing of the valve or stem when necessary, and of rendering the insertion of an inner tube for repair purposes a matter of but a few moments' work, if at any time the tire should receive an injury so as to make impossible a repair by the ordinary method of forcing a rubber plug, umbrella patch, or threads through the puncture. Sea Island cotton only is used in the fabric.

Millington & Co., of Baltimore, have been re-incorporated under the name of the Millington Machine & Bicycle Co. Capital, $50,000; paid in $25,000. They will sell Union Crackajacks and the line of the National Sewing Machine Co. They will soon send five salesmen south.



The picture of Niagara Falls given away by the Buffalo Wheel Co.

HOW'S BUSINESS?

Good, but, of course, an increase would not be objectionable, did we hear you say?

Then, why not work for the increase?

How to Increase It.

Easy enough.

How?

Well, if you are in our vicinity, drop in and see us. If this is not possible, drop us a line, and we will gladly impart the information.

Of course you know that we are handling the Elmore and Ixion bicycles, and that—and we desire this fact to become glued to your memory—we are doing something more than posing as the agents' friends. Our regard is shown in our discount sheet, and, if you are an agent, we imagine that you will agree that this is a tip-top place to show it.

Edwin Oliver & Co.

21 Park Row, NEW YORK, N. Y.

THE TRACEY-WELLS CO., COLUMBUS, OHIO,

GENERAL AGENTS FOR OHIO.

MENTION THE BEARINGS.

ARKANSAS TRADE NOTES.

LITTLE ROCK, ARK., Jan. 26.—The bicycle trade in Arkansas a year ago was comparatively nothing, but within the past twelve months quite a trade has been opened up in some of the principal points, notably at Pine Bluff, Little Rock, and Hot Springs. Texarkana and Fort Smith are also pretty-fair wheel towns, so far as the number of wheels concerned and the enthusiasm shown by the riders, but the trade in these two points is not what it is supposed to be. With a $100 list price for 1895, there is every indication of a large increase in the business in Arkansas, and this increase will be largely secured by the old line wheels which have been pushed during the past season, and on which quite a trade has been worked up.

Pine Bluff.

The trade in Pine Bluff has been perhaps the most phenomenal of any city in Arkansas. The city itself and the surrounding country is not nearly so well adapted to cycling as Little Rock and Hot Springs, but the number of wheels sold during 1894 was considerably larger than that of both of those points. P. M. Kilroy, who doubtless has done the bulk of the business, is the agent for the Rambler alone, and when it comes to selling bicycles at retail, Mr. Kilroy can take his place with the best cycle salesmen to be found in any locality. Most people would call Kilroy's agency of the "vest pocket" order, but it is not. It is true that he is regularly employed during the day as foreman in the railway shop, but he has succeeded in turning a number of nights into days when it comes to carrying on a successful bicycle business. Most of the other makes of wheels are represented by some of the hardware and sporting goods houses of the city, and all have done some business. Some of the dealers think that everyone who wants a wheel is supplied, and that business of 1895 will be dull, but those who have watched the growth of the business are quite firmly of the opinion that the business will be equally as large, if not larger than during 1894.

Little Rock.

Trade in Little Rock is destined to be quite as good for the size of the city as any point in the south, but the better class of dealers have been afraid to take hold of bicycles until last year, when several prominent firms started in to do some business in this line. The result was not very flattering, still it showed plainly that if the business was properly worked it could be made profitable to those who took the risk, and made the proper effort.

The Dickenson Hardware Co. and the Dickenson Arms Co. have the agency for the Victor and Columbia wheels. They evidently do not appreciate the possibilities of the business, and have not made the proper effort to get their wheels to the front, but now that both Pine Bluff and Hot Springs are getting to be first-class bicycle towns, it is thought that their close proximity may instill a little life into the Little Rock dealers, who really have one of the best fields to work in the south, and the very best in the state of Arkansas.

The McSwine Brokerage Co. started in the business almost after the 1894 selling season had practically closed, but they were hustlers in every sense of the word, and while they had to not only create the demand for the wheel they sold, but also for bicycles themselves, they succeeded in placing some eight or ten wheels, and their prospects for 1895 are quite flattering. This firm handle only the Rambler, but will push it in such a manner as to get it in line for at least a very liberal share of the business.

Hot Springs.

"Hot Springs, the Carlsbad of America," is the way the advertisements read of this noted health resort. To say one had not heard of Hot Springs would be to argue one's own ignorance. As a training quarters Hot Springs hasn't an equal in America, and now that cycling is getting a firm hold on this thriving little city, the readers of THE BEARINGS need not be surprised to hear of one of the fastest tracks in the country being put in here, and the record table will have not a few of the records made at this point. There are a number of reasons that will bring about this. One particular reason is that cycle racing in Hot Springs will be a paying investment to the management of the track, and just at a time, too, when racing everywhere else in the United States is over with. What is commonly termed "the season" opens in Hot Springs about January 15 and lasts until May or June. During this time the hotels and boarding houses, the number of which is 500, are filled with people who have nothing to do but to enjoy themselves, aside from an hour or so a day consumed in bathing, etc. These people are only too anxious for an opportunity to witness first-class sport of any kind, and cycle racing will take.

A recent race meet held in Hot Springs, and at a time, too, when the city is at its very dullest, netted a handsome profit to the management, after paying the cost of a first-class prize list.

It may not sound exactly in keeping with the custom generally followed by promoters of race meets, but is a fact nevertheless that one of the prizes, which was put on the prize list, in order to keep within the bounds of the L. A. W., at a valuation of $50, as it was for a class A event, really cost in the neighborhood of $100. One of the promotors of the meet who was questioned on the subject as to the reason for putting up such a valuable prize, stated that "we did not want anyone kicking about the value of our prizes."

There are a number of agencies in Hot Springs of the "vest pocket" order, in fact during the past there has been but one firm that might be considered as regularly in the trade, viz.: The Hot Springs Bicycle Exchange, of which R. L. Reed is the proprietor. Mr. Reed is a young man, but he is a hustler, and when the fact is taken into consideration that he has only been in the business during the dull season, not only at Hot Springs,

but the dull season all over the country, he deserves credit for the amount of business he has done. The Rambler has been his leader, and he has sold over a dozen of these wheels. Mr. Reed has made a specialty of the renting business, and also in teaching people to ride, and has worked up quite a business. For 1895 he will be better fixed than ever, will move into large commodious quarters across the street from his present location, and carry a full line of sundries, and also equip a first class repair shop.

The Columbia is handled by Chas. Mellard, who is in the insurance business; the Waverley by Mr. Brewer, a hotel man; the Cleveland by P. J. Roy, a tailor, and the Victor by W. J. D. McCarter, a bank clerk.

A new firm will shortly embark in the bicycle business here, viz.: Erickson & Anderson, who have secured the agency for the Rambler, and will carry a line of this make of wheels, also sundries, making a specialty of repairing and renting. Both are young men, well acquainted, and should make a success of a wheel which already has the advantage of a good start in the local trade. Both are experienced men, Mr. Anderson particularly being a wheelman of the old school, having served his apprenticeship on the high wheel.

Texarkana.

Texarkana is the vest-pocket agent's paradise. There is not a dealer in the city, so far as I have been able to learn, who is in any regularly established business other than in a clerical position, or something of that kind. Of course there is a reason for this, and the reason is that there is not enough business to be done to pay any of the dealers to put in a line of wheels. The town is too sandy. Still there are a large number of wheels in use, and there is almost equally as large a number of different wheels. Ramblers, Victors, and Clevelands are perhaps in the lead, with Victors first. Mr. Rimes, the Victor agent, comes the nearest to being a legitimate agent. He is connected with a large hardware firm, but does the bicycle business entirely in his own name. He is an ardent Victor admirer, and if it were possible, he would do a big business for that wheel.

The Cleveland and Waverley are handled by Mr. McCartney, who is in the hotel business. Mr. McCartney is one of the oldest wheelmen in the state, and one of the best known, both in Texas and in Arkansas. M. Mosher, who is in the lumber business, is the Rambler agent.

All of these gentlemen, while they can be correctly termed vest-pocket agencies, are a credit to the cycle trade in every sense of the word. They are enthusiastic wheelmen who plainly see that their field of missionary work is two-fold, and that they must not only talk up the sport to their friends, but induce them to buy, or else ride alone. I do not think I am wrong in the surmise, that if some good firm were to think there was enough in the business to pay them to put in a stock of wheels and push their sale, that this firm would have the support of every one of the above-mentioned gentlemen.

About a year ago the Hoffman Hardware Co., which is a first-class concern, started to make the sale of bicycles a department of their business, but the line of wheels secured was not suitable to the trade, and after a series of unsatisfactory results, they boxed them up, and shipped them back, and I doubt if they could now be induced to handle a good high-grade wheel.

Fort Smith.

Very little business was done in Fort Smith during the season of 1894. George Sengel, agent for the Rambler, during 1892 and 1893, had a very good trade, and during 1894 no particular effort was made to put out new wheels, so the riders continued to remain satisfied with their own mounts. If the business is properly pushed in 1895, and it doubtless will be, there should be quite a good trade for some enterprising firm.

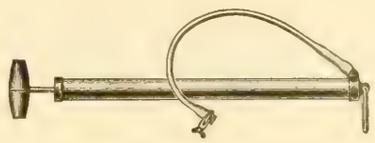
HOUSTON TRADE NOTES.

HOUSTON, TEX., Jan. 27.—C. L. Spore handled the Rambler and Falcon in 1894. He has disposed of 200 wheels during the past season, and will sell the same lines in 1895, with possibly the addition of the Syracuse. Mr. Spore is remodeling and enlarging his fine store at 608 Main Street, and hopes to double his business in 1895. He has extensive repair shops and a large renting trade.

Willson, Ayres, & Co. will open their large and finely fitted store on Texas Avenue near Main Street, on January 18 with a full line of Stearns and Majestic wheels with the Stearns as a leader. They are financially in very good condition to support their large business.

Cyclone Pumps.

We publish herewith a cut of the new Cyclone pump. It is greatly improved for the season of '95, and will prove to be a winner with the trade. The barrel is eighteen inches long, of 20 gauge, 1¼ brass tube. The hose is of the latest pattern, eighteen inches long, swelled at both ends. Hay & Willits will continue to use their improved clamp for attaching to the nipple, and will also furnish at a slight additional cost special nipples for all tires that the universal coupling will not fit. The strong features of the '94 Cyclone will be maintained, and electros are ready for catalogue publishers, free of charge. The pump will list at $2, and agents can buy them direct or through all large jobbers.



Lyndhurst
A SPECIAL MADE BICYCLE
DID YOU SEE THAT
FLASH?
20 1-2 Sec. for the quarter.
McKEE & HARRINGTON,
LYNDHURST, N. J.
173 and 175 GRAND STREET, N. Y
Catalogue..

EXPERIMENTING WITH TIRES.

The pneumatic tire is not a new thing. It was made over forty-five years before there was such a thing known as a bicycle. It was applied to a carriage by a man named Thompson, of New England. It was not until forty-five years later that the pnuematic tire was applied to bicycles. In 1845, when Mr. Thompson thought to make a pneumatic tire for a carriage, it was considered an absurdity too great to be mentioned.

I will first consider the matter of draught or road friction, and give you the result of some tests which I have recently conducted, and which are now made public for the first time. Two box buggies were employed, one having the usual steel-tired wheels, forty-four and forty-eight inches in diameter, and weighing 254 pounds; the other having pneumatic-tired wheels, thirty-two and thirty-four inches in diameter, and the vehicle weighed 232 pounds. The cross diameter of the tires was two inches. An amount of weight equal to the difference was placed in the lighter vehicle, and care was taken to see that the front wheels of the two vehicles bore exactly the same weight.

The surface upon which this first test was made was a new, hard pine floor, and the wheels were drawn lengthwise of the boards. The amount of power required to move these vehicles under the following conditions was carefully noted by means of a registering spring balance. The vehicles empty, it was found that the power required to start the pneumatic tires from a standstill was 4 pounds, and the power required to haul them at a slow walk was 3½ to 4 pounds.

The power required to start steel tires was found to average but 3 pounds, and when started, the power required to draw them was but 1½ to 2 pounds, showing an average difference of about 50 per cent in favor of the steel tires.

Next, an obstruction 5-16 of an inch high was placed in front of and against the wheels of each vehicle. To haul them over this obstruction from a standstill required, in the case of the steel tires, 25 pounds; with the rubber tires but 11 pounds. Then they were drawn at a slow walk over the 5-16-inch obstruction, and it was found that the power required to draw the rubber tires was 5 pounds, and the steel tires, 8 pounds.

The 5-16-inch obstruction was then placed in front of the wheels, and the power required to haul it over was 13½ pounds for the rubber, and 40 pounds for the steel tires.

Over the ⅞-inch obstruction the power required to haul the two carriages was 36 pounds for the rubber, and 69 pounds for the steel.

The two vehicles were then taken out of doors and placed on a fairly good gravel road.

The power required to haul the rubber-tired vehicle, loaded, 300 pounds, averaged 20 pounds, and the extreme power required at any point was 26 pounds. With the steel-tired vehicle over the same road, the average was 41 pounds, and the extreme 79, or three times the resistance of the rubber.

To haul these two carriages empty over a moderately sandy road, the extreme power required for the rubber was 26 pounds, the same as when loaded on gravel with an average of 16. The steel-tired vehicle required an extreme of 40 pounds, and an average of 22.

With a load of 150 pounds, the steel tire required an extreme of 57, and an average of 40; and the rubber an extreme of 38, and an average of 16.

After these tests had been made over this particular piece of road, the rubber-tired vehicle was again tried, empty, and it was found that the hauling of it six times over the road had so improved it that instead of the extreme pull of twenty-six pounds, and an average of sixteen, the extreme was but sixteen, with an average of eight.

If we had a perfectly true surface for a road, and perfectly true metal wheels, nothing better could be desired; but the words "perfectly true" mean, in the case of the roads, an impossibility. Even the surface of the best race track is made up of small obstructions.

We have in Waltham, Mass., a bicycle track which is made of cement or granolithic. To stand and look at it it seems to be perfect. I have thought that on a perfect surface a pneumatic tire would be a disadvantage, so I suggested to a bicycle concern that a machine be made with solid tires; that is, a narrow wooden rim and then a coating of rubber an eighth of an inch in thickness. It was made and sent to me, and when I tried it I was perfectly thunderstruck to find the track was nowhere near perfectly smooth. There is no perfect road; there has never been a perfect road. Even the asphalt we have on Broad Street is full of little obstructions when you come to run over it with a tire not yielding.

If the metal-shod wheel meets a gravel stone one-quarter of an inch in diameter, and that stone is resting on a hard foundation, the wheel, with its entire load, must be lifted bodily one-quarter of an inch high to pass over it, and this takes horse power; but when the rubber tire meets the stone the vehicle is not raised perceptibly, if at all, but the stone is embedded in the rubber, while most of the weight is borne by that part of the rubber which is still resting on the ground, and the power required to go over it is only that needed to dent the rubber in one spot; or, if it is a pneumatic tire, to slightly compress the body of air which it contains.—*The Hub.*

"Cycle Gleanings," from the press of Skinner, Bartlett & Co., Boston, is an attractively gotten-up volume, written by W. S. Beekman and C. W. Willis. The letter-press and illustrations are up to the top notch, and the descriptive matter is very readable. The full-page wood cuts portray noted views and places throughout New Hampshire, and fill every other page of the book.

REMARKS.

W. J. Helfert, of last year's Spalding team, will be the star of the Globe team this year.

L. D. Cabanne, of the Spalding racing team, has placed an order with the March-Davis Cycle Co. for a tandem.

The Southern Cycle Co. have purchased the business of the Kirby Cycle Co., of Chattanooga, Tenn. Joseph Mitchell will manage the stores.

Manager C. H. Plumb, of the Excelsior Supply Co., is rearranging his salesroom, which, when completed, will be one of the finest in the city.

A. G. Spalding & Bros. have been appointed special agems for the Motor Cycle Co., and after January 30 will have a full line of Motors and Victorias on exhibition.

The Braddock hose supporter, Hopp's bicycle skirt holder, and the Davis bicycle suspensory, exhibited by the Braddock Hose Supporter Co., made a very favorable impression at the show.

F. M. Smith & Bros., of St. Paul, have taken the northwestern agency for Charles Truman & Co., of Toledo, and will represent them in Minnesota, Wisconsin, and the Dakotas.

The Missouri Cycle Co., of Kansas City, Mo., are organizing with a capital of $10,000. They will retail wheels and sundries, and ask for correspondence with manufacturers.

The Buescher Mfg. Co. of Elkhart, Ind., are doing a remarkable business with their pumps. The choice of a universal coupling or a valve screw connection is offered to purchasers.

The Syracuse Cycle Co. and the A. F. Shapleigh Hardware Co. distributed a handsome little pamphlet at the show, full of interesting things concerning the famous crimson rim Syracuse.

The new ideas for '95 in the National consist of a patented crank hanger, chain adjustment, seat-post clamp and handle-bar adjustment, all being entirely new and practical improvements.

Bert Reed, Oscar Lave, and Charles E. Rose, of San Diego, Cal., recently rode from Los Angeles to San Diego, 125 miles, in 14:05:00, lowering Oscar Osen's record of 18:40:00. All of the men rode Nationals.

California can boast of the largest active wheelman in the world, in the person of Rev. A. J. Frost, who stands six feet seven inches in height and weighs 350 pounds. He rides a Rambler weighing thirty-four pounds.

Trade in Port Huron, Mich., warrants the opening of a new store, which will be run by H. P. Bachers. It will be opened the middle of February and will be supplied with a full line of bicycles, bicycle sundries, and Victor sporting goods.

The Keating Wheel Club, of Louisville, Ky., will give a musical and literary entertainment on January 29. The program comprises selections of both classical and popular music and will be interpreted by well-known local performers.

The power pump of the Davis & Stevens Mfg. Co. attracted considerable attention at the show and the firm did quite a business, A. G. Spalding & Bros. ordering one for their establishment. The pump, piping, and pressure gauge list at $35.

The "J & R" changeable gear, exhibited at the show, was a novelty. The mechanism for changing speeds and coasting is centered in the rear hub; it is neat and frictionless, and can be put on any bicycle. All of the changes can be made by the rider while going at full speed.

The Monarch Cycle Co. have arranged with S. M. How to act as their superintendent of agencies in the northwestern states. His contract with them was consummated the first of the year. Mr. How has at different times been connected with the Premier Cycle Co. and the Humber Co.

Eddie McDuffie, the well-known racing man, has been engaged by Stevens & Frieze, 93 Tremont Row, Boston, and will manage a bicycle department for that company. Stevens & Frieze are ready to receive traveling men showing '95 lines with a view to placing an agency in Boston.

A. W. Gump & Co., of Dayton, Ohio, are having made specially for them by the Western Wheel Works, a twenty-eight-inch men and ladies' safety with M. & W. tires, that will be known as the U. S. line. These will retail at the low price of $50 each, and will only be sold to Crescent agents.

The wrench made by James A. Lowe, of 107 West Eleventh Street, New York, is something new and novel in that line. The wrench is wrench and pinchers combined, gripping an eight or six-sided nut so firmly that any degree of tightness may be obtained. A lever on the wrench prevents it slipping.

Fred Hastings, general manager of the International Mfg. Co., reports big business with his wheel, the America. Rhea, Elton & Thielens, of Peoria, Ill., have placed a large order, and will handle the America exclusively in Illinois. Bray Bros., of Cedar Rapids, Iowa, have also placed a large order.

So well have the Syracuse Cycle Co. advertised the past year that the crimson rim Syracuse is known in all parts of the country. Hustling John C. Bowe has not left a stone upturned to bring his wheel before the public. But one of the best schemes he has devised yet is the '95 catalogue of the

Crescent Tires

ARE WORLD BEATERS!!! No Cement. No Laces. No Special Rims. We certainly demonstrated this at both shows.

G. & J. Tires

More popular than ever. We make the best and can fill orders promptly.

I. C. Tires (Cement)

Are not made of a cheap material, but the very best.

We can interest every dealer.

Indianapolis Rubber Co.,

Indianapolis, Ind.

HIBBARD, SPENCER, BARTLETT & CO., Chicago Agents for our G. & J. Line.

Stock in Chicago,
MANUFACTURERS' & MERCHANTS' WAREHOUSE CO.,
24 W. Water Street.

Syracuse Cycle Co. It is one of the handsomest things of the kind issued. Tastily gotten up, evidently without regard to cost, this beautiful specimen of the printer's art is destined to be one of the best catalogues of the year.

MORE SPACES SOLD.

Perhaps no better evidence of the success of the Chicago show could be given than is contained in the list of applicants for space next December. Last week we published a list of applications for sixty-nine spaces. Since that time the following have been received: Marion Cycle Co., 2; Lindsay Bros., 1; Kalamazoo Cycle Co., 2; Capitol Mfg. Co., 1; Indiana Novelty Co., 1; Hay & Willits Mfg. Co., 1; Niagara Cycle Fittings Co., 1; Bridgeport Gun Implement Co., 1; Thorsen & Cassady Co., 2; National Sewing Machine Co., 3; Syracuse Cycle Co., 6; Geo. N. Pierce & Co., 2; Parkhurst & Wilkinson, 1; Julius Andrae & Co., 1; Ariel Cycle Co., 1; Grand Rapids Cycle Co., 1; Barnes Cycle Co., 1; Smith Tire Co., 1; Central Cycle Co., 1; A. U. Betts & Co., 1; Sterling Cycle Works, 1; Munger Cycle Co., 1; Lovel Arms Co., 1; Liberty Cycle Co., 1; St. Louis Refrigerator & Wooden Gutter Co., 1; W. S. Frazier & Co., 2. Previously reported 69; total, 107.

Another New House on Cycle Row.

Hales & Anderson, a new concern, have opened a retail store at 277 Wabash Avenue, Chicago. This store was formerly occupied by the Ariel company, who, having gotten their wheels thoroughly introduced in Chicago, concluded they could do as well with an agency which, when on Cycle Row, is almost as good as a branch house. Mr. Anderson, the active member of the firm, is a thoroughly practical cyclist, and has been identified with Chicago trade for several years. Their location is unquestionably the best on Cycle Row, and the wheels they will handle—the Wolff, Ariel, and Norwood—speak for themselves.

Crowther Makes a Change.

Henry Crowther, for nearly three years one of the editors of *Bicycling World*, has gone with the Peerless Mfg. Co., of Cleveland, as vice-president and general manager. W. A. Neff will serve as secretary of the company, while E. C. Bode will do the general traveling, his principal territory being in the west. Mr. Darby, late of G. & J., will travel in New York, Pennsylvania, and New Jersey, while James Josephi will look out for the western and middle states. Messrs. Eckert, Carpenter, and Ellis will travel in the south. With such a force the Triangle should have an excellent year.

Sieg & Walpole's business has increased to such an extent that they have been compelled to relinquish their present offices for stockroom, and have therefore leased the offices formerly occupied by the Premier Cycle Co., which they have fitted up magnificently. This firm now occupy four floors at 285 Wabash avenue. The basement is used for packing, crating, and repairing. The salesroom proper is of such a depth that it has been fitted with a swinging floor, from which steps lead to their offices above, through an aperture cut through the ceiling.

Since the burning of Winter's where Cycle Row lunches, the boys have been scattered, and it was not until Thursday of this week, that a dozen were found back to the old Rag Shop at Siegel & Cooper's. The place has has been newly fitted up, the cuisine and service is excellent, and it's very likely the new Rag Shop will be as popular as it was years ago.

It's rather early but already every house on Cycle Row, as well as a good many individuals, have selected a "dark horse" for the Decoration Day road race. 'Tis safe to say a dozen tandem teams will enter, and the prospects are the entry for '95 will increase that of '94 at least 40 per cent.

In addition to a very clever line of hip, waist, and shoulder hose supporters, the Braddock Hose Supporter Co., of this city, make, in their Davis Supporter, as clever and practical a suspensory as is on the market. It is made up so as not to bind at any point. It is the *Bicycle Rider.*

The Real Estate and Building Journal had two representatives at the recent cycle show in Chicago to examine the different wheels, and picked out the best one. According to the paper the wheel they selected was the Monarch.

The Photographs of the exhibits at the New York Show, published in THE BEARINGS this week were taken by W. Knowlton, 1162 Broadway, New York.

The American Dunlop Tire Co. wire us that their suit against the Erie company has been decided in favor of the Dunlop people. Every point was conceded. The decision affects all similar forms of tires.

The Clifton House is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

WANTED—Good second-hand wheel. Martin Weisz, 847 63d Street.



The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

SECOND ANNUAL EDITION OF THE

U. S. Bicycle Trade Directory

READY FEB. 1.

Send 25 cents and get a copy.

H. D. TAYLOR, Publisher, Springfield, Mass.

THE "AKRON"

Chain Lubricant.

PRICE TEN CENTS.

Undoubtedly the best lubricant on the market regardless of price. Live dealers will find it to their interest to correspond with us. Samples mailed for 10 cents.

AKRON CHAIN LUBRICANT CO., Akron, Ohio.

Mention The Bearings.

Saddle Manufacturers,

Send for a sample of the finest leather made for Saddle Tops, and we are positive we can satisfy you.

John Dunphy & Sons,

29 Ferry St., New York.

Mention The Bearings

IT'S A GOOD THING AND YOU CAN PUSH IT ALONG.

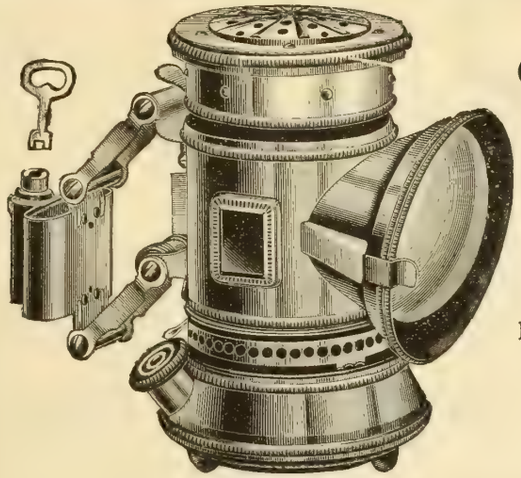
WHAT?

WHY

POORMAN BICYCLES

J. E. POORMAN,

5 W. FIFTH STREET, CINCINNATI, O.



THE

"SEARCH LIGHT"

BICYCLE LANTERN

For 1895 has a number of improvements and is up-to-date in all respects.

AN **ILLUMINATOR**, NOT SIMPLY A SIGNAL.

THE FOLLOWING ARE SOME OF THE CLAIMS WE MAKE FOR IT:

The only first-class bicycle lantern burning kerosene oil. Made on the same principle as Central Draft Lamps. Will burn TEN HOURS without trimming. Made entirely of Brass. Wick will not char. Perfect in mechanical construction. Always cool. Wick is held firmly in position, and will not work down. Can be left burning indefinitely without danger of melting. Can be easily taken apart and cleaned. Filled and lighted from outside. No tin used in any of its parts. Handsome in appearance.

FINISHED IN NICKEL-PLATE, PRICE EACH, $5.00.

BRIDGEPORT BRASS CO., BRIDGEPORT, CONN.

SALESROOM, 19 MURRAY ST., NEW YORK.

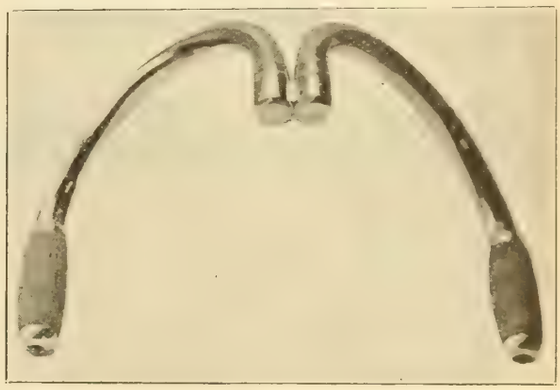
Mention The Bearings

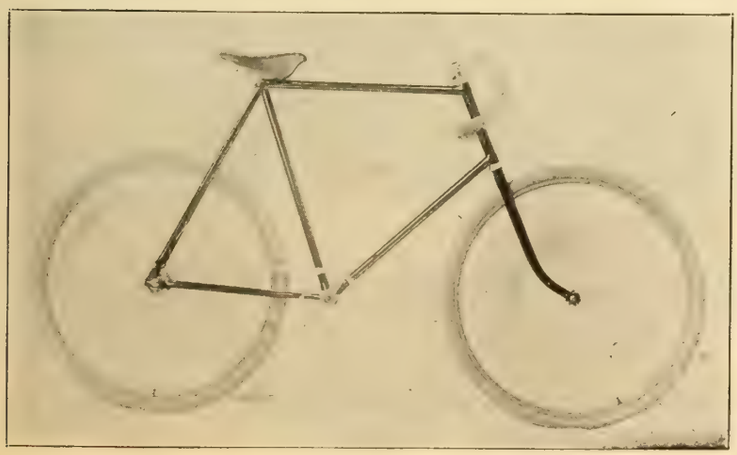
RIDERS, ATTENTION!!!

Have you seen the

TONEY ADJUSTABLE HANDLE BAR

which is the only adjustable handle-bar that can be moved up and down and still retains its relative position on the handles? It is suitable for racing and pleasuring. It is out of the way of the rider's knees when in any position.





THE ARISTON MFG. Co ARE

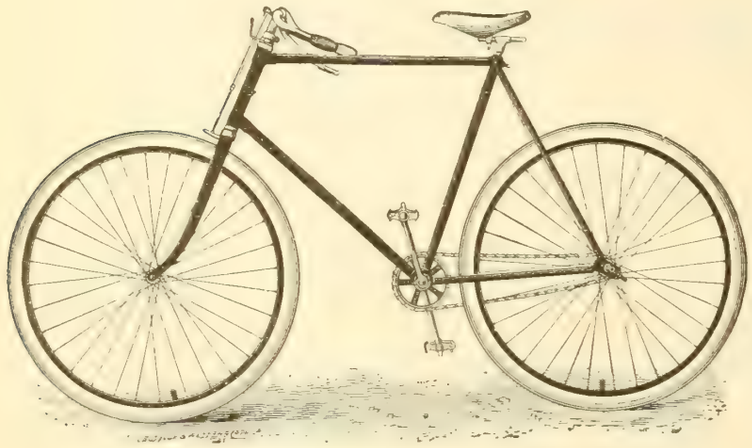
PATENTEES AND SOLE MANUFACTURERS OF THE SAME.

HOOLE MACHINE & ENGRAVING WORKS, 83 Reade St., New York Agents.

MENTION THE BEARINGS

APOLLO Model 1895

HIGH GRADE. LIGHT AND STRONG. ONLY $75.00.



Best Steel Tubing, Drop Forgings, Ball Bearing Throughout. Morgan & Wright Tires, Garford Saddle. Weight, all on, 24 lbs.

CYCLOE and FAIRY
(BOYS) (GIRLS)

WHEELS

Made on the same approved plans and of the same high grade material as the Apollo. Headquarters for Lucas and Searchlight Lamps, Departure Bells, Bicycle Clothing, and Sundries.

E. K. TRYON & CO., Philadelphia, Pa.

SEND FOR CATALOGUE.

Mention The Bearings

Johnny Johnson's Straightaway Records

Broken on a Globe.

On Dec. 13, ED. LEONERT covered the two fastest miles ever ridden by mortal man.

1:35 for paced, and 1:52 3-5 for unpaced mile.

Ride a GLOBE and become a RECORD BREAKER.

An Agency for the '95 Globe will be worth securing. Write us about it.

Come and see us.

Globe Cycle Works, - - Buffalo, N. Y.

Mention The Bearings

Reinforcements in Bicycles

Do you suppose the entire frame of a bicycle is subject to the same strain? No; of course you know better. Now, if some parts are more liable to bend or break, then why not strengthen those parts? Simple logic, isn't it? We do it in **OUTING BICYCLES** and sell them at $85.00. Some wheels sold at a hundred dollars are not so carefully constructed. Why? Because we "know how" to build bicycles. Our catalogue will explain our system of reinforcing. A postal will bring it to you. We want a few more agents for

Outing BICYCLES.

HAY & WILLITS MFG. CO.,

Indianapolis, Ind.

Mention The Bearings

...SAVE THE EXPENSE OF A REPAIR SHOP...

By Selling



Eclipse Cycles

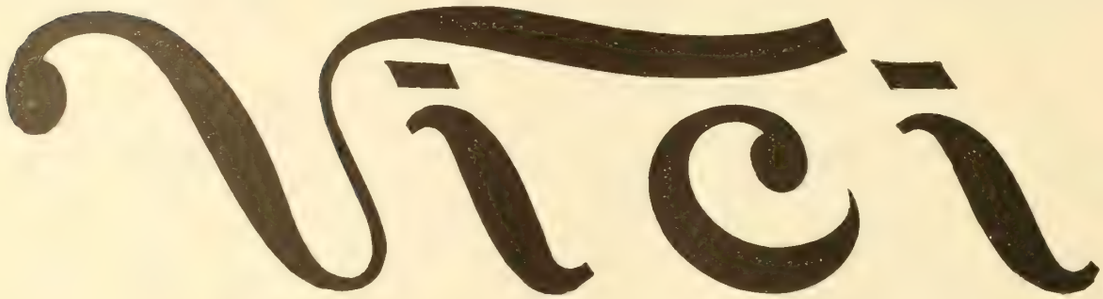
The Strongest on Earth. Your repair man can put in his time showing the Eclipse Big Four Line. The ECLIPSE SELLS ITSELF. If you doubt it send for catalogue; if you believe it secure the Eclipse agency, if not already too late.

ECLIPSE BICYCLE CO.,

BEAVER FALLS, PA. INDIANAPOLIS, IND. HAMILTON, ONT.

Mention The Bearings

BICYCLE MAKERS WHO LEAD IN SUPERIORITY OF WORKMANSHIP AND QUALITY OF MATERIAL HAVE ADOPTED THE



Locking Tire.

Boston Woven Hose & Rubber Co.,

275 Devonshire St., Boston, Mass., 205 Lake St., Chicago, Ill. 943 N. Second St., St. Louis, Mo.
14 Fremont St., San Francisco, Cal. 10 South Water St., Cleveland, Ohio.
1810 Blake St., Denver, Colo. Tacoma, Washington.

Mention The Bearings

CRESCENT BICYCLES

WILL AGAIN LEAD IN '95.

The very large number of applications for our agency received at the Chicago and New York Cycle Shows proves conclusively that leading bicycle dealers everywhere realize that CRESCENTS are the most salable line of wheels on the market.

ILLUSTRATED CATALOGUE FREE ON APPLICATION.

WESTERN WHEEL WORKS,

FACTORY, CHICAGO.

EASTERN BRANCH, NEW YORK.

Mention The Bearings.

STRICTLY HIGH GRADE.

REAL IMPROVEMENTS.

LIGHT WEIGHTS.

EASY RUNNING.

UNIVERSAL SATISFACTION.

QUICK SELLERS.

"The AMERICA"



They are everything that an agent or rider can desire.
Send to us for catalogue and agency.

International Manufacturing Co.,

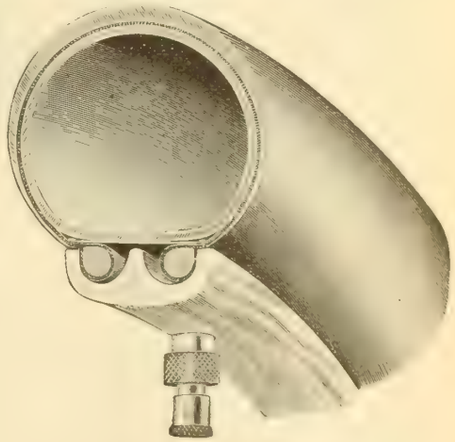
194, 196, 198 South Clinton St.,

MASON & MASON, West Side Agents, 587 W. Madison St.

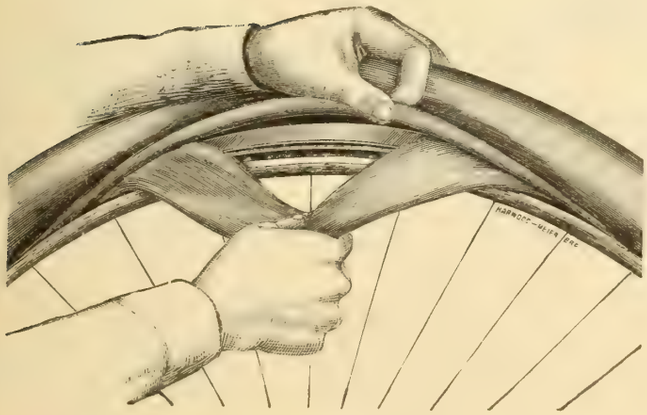
CHICAGO.

Mention The Bearings

"At the Show."



In your search for a detachable tire that is "ALL RIGHT," you did not fail to examine the **L. C. SMITH** at **Stand No. 10,** and, of course, it surprised you with its many advantages.



Manufacturers, agents, and riders who saw it at the Chicago Show pronounced it an unrivaled detachable tire for wood rims. Examine it yourself and be convinced that

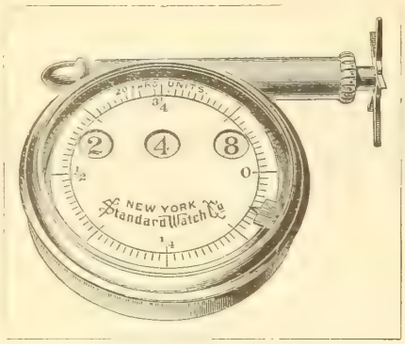
L. C. Smith Tires "are all right."

L. C. SMITH TIRE CO.,

Allow us to mail you illustrated catalogue.

SYRACUSE, N. Y.

Mention The Bearings



The "Standard" Cyclometer

We have added Cyclometers to our products, and the splendid facilities of our watch factory will henceforth be devoted to the manufacture of the twin "instruments of precision"—Watches (or *time* measurers) and Cyclometers (or *distance* measurers). The "Standard" Cyclometer is made by the same machinery, the same skilled workmen, the same organization throughout, which makes the "Standard" Watch, and the result is a device which is like a watch in the accuracy and precision of its operations.

The "Standard" Cyclometer is not only a marvel of quality, but a marvel of price as well; for the economizing in processes afforded by our great watch plant enabled us to introduce this perfect instrument at a lower price than was ever put on any distance-measurer. We definitely fixed the price of the highest-quality Cyclometer at

Only $2.00,

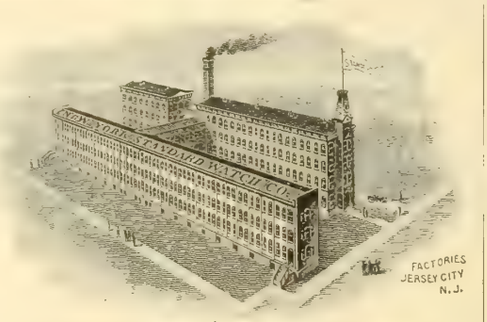
and we anticipate that makers of devices of inferior worth, whatever their price before the advent of the "Standard," will hasten to recognize the fact that our price of $2.00 is the outside figure, with buyers, for a Cyclometer in this year of grace.

We guarantee the quality and the performance of the "Standard" Cyclometer without qualification. FIRST: *It will stand constant use throughout the life of the buyer.* (One was speeded, under power, for 100,000 miles, and showed no appreciable wear.) SECOND: *We will repair, without charge, any injured in a mishap to the bicycle.* Behind this sweeping guarantee stands a Watch Company of world-wide reputation.

The "Standard," made like a watch by watch-makers, and operating with all the accuracy, precision and durability of a watch, is in the advance, and the "leading" Cyclometer.

The Distinguishing Features of The "Standard" Cyclometer.

Accuracy and precision of its work.
Unequalled in durability.
Strength and solidity of parts.
Its little weight--3 1-4 ounces.
Noiseless in action.
Dust-proof and Water-proof.
Smallest in the market.
Registers 1,000 miles and repeats.
White enamel dial, same as a watch.
Easily and quickly applied.
Adjustable to read from any position in the saddle.
Made for 26, 28 and 30-inch wheels.
Guaranteed against accident---repaired without charge.
Warranted in every way by a responsible Company, whose world-wide reputation furnishes a guaranty *which guarantees.*
The little price—$2.00--in which it has "set the pace" for all other manufacturers.



WHERE "STANDARD" CYCLOMETERS ARE MADE.

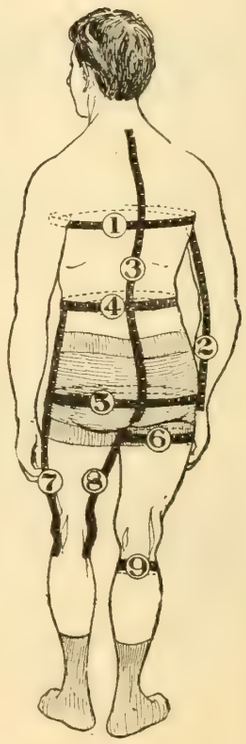
The New York Standard Watch Co.

11 John St., New York. **103 State St., Chicago.**



Bicycle Suits - $8

OUR BICYCLE SUITS ARE MADE TO ORDER FROM THE BEST DOMESTIC ALL WOOL CLOTHS, WITH THE BEST OF TRIMMINGS AND WORKMANSHIP.



A deposit of one-half is required with each order. Samples of goods mailed on receipt of three 2-cent stamps to cover cost.

Intending purchasers favoring us with orders and giving us an idea of the style of cloths they desire may rely on us to furnish natty and satisfactory suits.

----------189--

CYCLISTS' OUTFITTING CO., 167 Dearborn Street, Chicago

Gentlemen: Please make according to following measurements, one of your regular bicycle suits. Enclosed find deposit of $----------

---

Address----------

---

1. Chest measure------ 2. Sleeve measure------ 3. Length of coat------
4. Waist measure------ 5. Hip measure -------- 6. Thigh measure------
7. Waist to knee (outside)---------- 8. Leg measure (inside)----------
9. Measure below knee----------

PRICE, $8.00.

IN ORDERING FILL OUT THE ABOVE BLANK AND MAIL TO US.

Cuts and measurements for bloomer suits will be ready soon.

Cyclists' Outfitting Co.,

Reference, by permission, to THE BEARINGS PUBLISHING CO., CHICAGO.

167 Dearborn St., CHICAGO, ILL.

THE · BIG · THREE
SANGER, TITUS AND CABANNE

WILL RIDE

AGENTS will find it profitable to secure the control of this Bicycle in their territory

The Spalding Bicycle

The Spalding Bicycle is the favorite Bicycle among all the leading racing men, who must have the best.

FOR 1895

All applications for agencies for the Spalding and Credenda Bicycles for territory west of Ohio and north of Tennessee must be addressed to A. G. Spalding & Bros., 147-149 Wabash Avenue, Chicago, Ill.

WRIGHT & DITSON, 344 Washington Street, Boston, Mass., Agents.

A. G. SPALDING & BROS.,

Factory,	CHICAGO,	NEW YORK,	PHILADELPHIA,
CHICOPEE FALLS, MASS.	147-149 Wabash Ave.	126-130 Nassau St.	1216 Chestnut St.

Mention The Bearings.

Lines and Prices are Right

1895

We shall have an agent in every town. Speak early.

MAJESTIC

Weight 23 lbs. Roadster. List $75.00. Men's and Ladies'.

1895

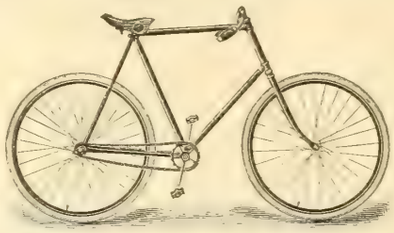
HULBERT BROS. & CO. HALLTON, PENN.

Gentlemen: We can cheerfully recommend the Majestic wheel in every respect, as we have compared and used them with the best wheels made, and our experience over bad, rough roads proves to us the Majestic is the best wheel made. THE HALLTON STORE CO.

HULBERT BROS. & CO., 26 West 23d St., New York.

Mention The Bearings

The Phoenix



WE GUARANTEE IT.

Our Specifications are so great in variety that we are in a position to satisfy ALL riders. READ 'EM; COUNT 'EM.
Once satisfied regarding specifications

The Phoenix Rider
Has
Satisfaction Complete.

SPECIFICATIONS.

Frame 22-23-24-25 inches. 1 1-4 x 10 inch head. 1 inch tubing.
Double Fork Crown. Handle bar dropped or raised, choice of 6 styles. Bearings dust proof.
Sprocket wheel drop forged, detachable. Gear 64, choice of 60, 63, 66 1-2, 68, 72.
Pedals rat trap, optional rubber. Cranks 6 inches, choice of 6 1-2, 7.
Chain Perry Humber pen steel bushed, imported.
Tread 5 inches. Rims wood, steel optional. Spokes cold swaged.
Tires, choice of New York, M. & W., G. & J., Palmer, Dunlop.
Weight from 21 to 24 pounds.

1895 CATALOGUE READY FOR DELIVERY.

STOVER BICYCLE MFG. CO.,

Eastern Branch:
575 Madison Ave., New York City.

FREEPORT, ILL.

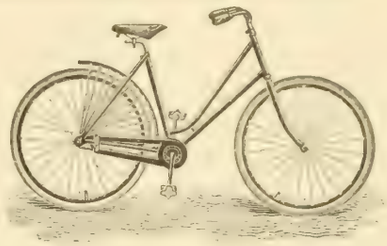


"Winton Road Wheels are lighter and run easier than most racers."
Yes! Special bearings do it.

"THE WINTON IS A WINNER."



WINTON BICYCLES



ARE MECHANICALLY CORRECT, AND JUSTLY POPULAR.

THEY SELL EASILY AND STAY SOLD.

Live Hustling Agents wanted in Good Unoccupied Territory.
Write for "The Winton Bicycle Book."

THE WINTON BICYCLE CO., - 108 Perkins Ave., CLEVELAND, OHIO.

R. T. RAINES, 138 Dearborn Street, Agent for Chicago and Cook County.
STUDLEY & BARCLAY, Grand Rapids, Agents for Michigan.
THE WYETH HARDWARE & MANUFACTURING CO., St. Joseph, Mo., General Western Agents.
R. D CONE CO., Winona, Minn., Agents for Southern Minnesota, South Dakota, Western Wisconsin, and part of Iowa.

MENTION THE BEARINGS

Demorest Bicycles...

Neighbor, why not let a Demorest wheel work for YOU next season? A substantial reduction in price, with our '95 improvements, makes the Demorest wheel the most desirable wheel in the market.

They "tire" you never.
They "chain" you forever.
They "rivet" your affection.
They "clinch" your admiration.
They "grip" your regard.
They "saddle" your sorrows.
They "inflate" your good nature.
They "brake" your bad habits.
They "head" you in the right direction.
They "lever" die than get left.
They "bar" the cobwebs out of your think tank.
They "pin" your faith.
They "crown" your joys.
They "spoke" well of him, because he rode a "Demorest" wheel.

WE MAKE A SPECIALTY OF BUILDING FRAMES....

complete, or in part, according to specifications. We guarantee them to be first class in every particular.

Demorest Mfg. Co.

WILLIAMSPORT, PA.

MENTION THE BEARINGS

BEARINGS BICYCLE TOUR IN EUROPE.

THE BEARINGS Bicycle Tour in Europe is being promoted to give to American cyclists the opportunity to make a visit to Europe, to have the opportunity of riding over the magnificent roads that are found almost everywhere there, and to see as many of the points of historic, architectural, and scenic interest as the time will allow. All this can be done to much better advantage and more pleasurably awheel than in any other way. The advantages of traveling in a party are readily seen. Economy and pleasant company, and the services of an experienced courier are the most prominent.

The tour will be conducted by Monsieur Eugene Fay, a native of Paris. M. Fay speaks French, Italian, Spanish, and English fluently. He has traveled extensively and is thoroughly acquainted with all points that will be visited on the tour. He has just returned from Europe, where he has completed every arrangement for the coming tour.

All arrangements for transportation, hotel accommodations and transfer of luggage will be attended with no trouble to the tourists, as well as the vexatious negotiations with custom house officials. The steamers and hotels patronized will in all cases be the best. The tour will last about three months, for which the cost to each tourist will be $500, which will include passage from and to New York and absolutely every necessary expense. The party will be limited to twenty.

The following is the itinerary of the trip:

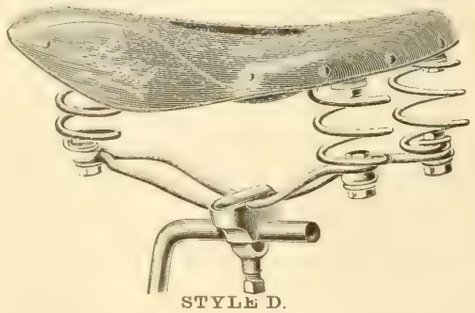
Leave New York (headquarters at the Holland House) by steamer "Normania" February 16, with stops of from five to six hours at Gibraltar and Algiers, arriving at Naples on February 27. From there to Paris the trip, except where otherwise stated, will be made awheel. Trains will be taken where the scenery is uninteresting or the roads poor.

February 28 to March 3.—At Naples (Grand Hotel).
March 3.—Leave for Cascano, 40 miles, lunch at Capua.
March 4.—Leave for Terracina, 45 miles, lunch at Formia.
March 5.—Leave for Velletri, by train, lunch at Velletri, thence by wheel to Rome, 24 miles.
March 6 to 10.—At Rome (Grand Hotel).
March 11.—Leave for Viterbo, 44 miles, lunch at Monterosi.
March 12.—Leave for Orvieto 32 miles, lunch at Montefiascone.
March 13.—Leave for Siena, 50 miles lunch at Chiusi.
March 14.—Leave for Florence, 60 miles, (down grade most of the way) lunch at Empoli.
March 15 to 18.—At Florence (Hotel d'Italie).
March 19.—Leave for Pisa, 50 miles, lunch at Empoli.
March 20.—At Pisa (Hotel Victoria).
March 21.—Leave for Spezzia, 56 miles, lunch at Pietrasanta,
March 22.—Leave for Sestri a Levante, 31 miles, lunch at Borghetto di Vara.
March 23.—Leave for Genoa. 29 miles, lunch at Rapallo.
March 24.—At Genoa (Hotel des Etrangers).
March 25.—Leave for Savona, 27 miles, lunch at Varazze.
March 26.—Leave for Alassio, 38 miles, lunch at Pictraligure.
March 27.—At Alassio (Grand Hotel).
March 28.—Leave for San Remo, 28 miles, lunch at Porto Maurizio.
March 29.—At San Remo (Hotel Europe d Paix).
March 30.—Leave for Mentone, 24 miles, lunch at Vintimiglia.
March 31.—At Mentone (Hotel des Anglais).
April 1—Leave for Nice, 19 miles, lunch at Monaco.
April 2 to 7.—At Nice (Grand Hotel).
April 8.—Leave for Cannes, 20 miles,
April 9.—At Cannes (Hotel des Anglais).
April 10.—Leave for St. Raphael, 26 miles, lunch at Les Adrets,
April 11.—Leave for Hyeres, 44 miles, lunch at Vidauban.
April 12.—At Hyeres (Hotel des Iles d'Or).
April 13.—Leave for Toulon, 12 miles, arriving for lunch.
April 14.—At Toulon (Grand Hotel).
April 15.—Leave for Marseilles, 40 miles, lunch at Aubagne.
April 16 and 17.—At Marseil es (Hotel Noailles).
April 18.—Leave for Arles, 50 miles, lunch at Salon.
April 19.—At Arles (Hotel du Forum).
April 20.—Leave for Avignon, 47 miles, lunch at Tarascon.
April 21.—At Avignon (Hotel d'Europe).
April 22.—Leave, by rail, for Lyons.
April 23.—In Lyons (Hotel Collet).
April 24.—Leave, by rail, for Paris.
April 25 to May 2.—At Paris (Hotel de Bade).
May 3.—Leave, by rail, for Havre.
May 4.—Sail for New York.
May 12.—Arrive at New York.

Arrangements will be made whereby any tourist desiring to prolong his stay to visit other parts of the continent or Great Britain can have his return ticket made good on any of the first-class ocean steamships at a later date without additional expense.

THE GARFORD

Saddles ...For 1895...



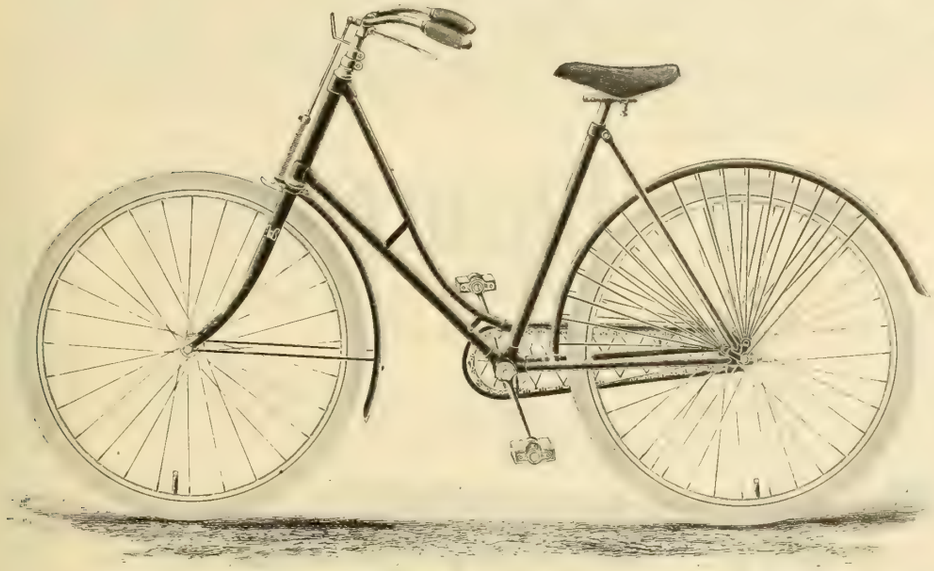
STYLE D.

ARE UNIVERSALLY ACKNOWLEDGED BY MANUFACTURERS TO BE THE FINEST LINE OF SADDLES EVER PLACED ON THE MARKET.

Garford Mfg. Co., Elyria, Ohio.

R. B. McMULLEN & CO., 139 Lake St., Chicago, 309 Broadway, New York. General U. S. Agents.

FLEETWING FOR 1895



LIGHT WEIGHT
...LOW LIST...
HIGHEST GRADE

ABSOLUTELY PERFECT IN
EVERY DETAIL

EXCLUSIVE TERRITORY
APPLY FOR AGENCY

BUFFALO CYCLE CO.,

WE WILL EXHIBIT AT NEW YORK,
SPACES 62 AND 63.

BUFFALO, N. Y.

Mention The Bearings.

The claim is made by every manufacturer that his tire is the best. Now, this can not be true. Some tires must be better than others, and ONE BETTER THAN ALL. We honestly believe that one to be the

FLEXIFORT

TRADE MARK.

(INNER TUBE TIRE.)

There are reasons for this, and it is our business and pleasure to explain them. Write us; it is to our mutual advantage.

SEE THE IDEA? The lining for this tire is woven to the shape of the wheel. Hence, NO STRAIN.

MECHANICAL FABRIC CO.,

PROVIDENCE, R. I.

Mention The Bearings.

MEN DIFFER ABOUT RELIGION AND POLITICS, AND THE GIRLS THEY WANT TO MARRY,

BUT THEY ALL AGREE THAT

ERIES for '95 are Unsurpassed

FOR DURABILITY, EASE OF RUNNING AND QUALITY OF FINISH.

Prices will be **$100** and **$85** respectively, and living discounts will be allowed to the trade. We propose to enter the **Bicycle Supply Business,** and with that end in view, are ready to quote prices on finished Hubs, Bottom Brackets, Heads, Frames, Forks, and all kinds of cycle material.

CORRESPONDENCE SOLICITED FROM ALL MANUFACTURERS.

QUEEN CITY CYCLE CO.,

550 Main Street, BUFFALO, N. Y.

Mention The Bearings.

There is Something About Our Line that Attracts Attention

WHY? BECAUSE THEY ARE THE BEST WHEELS IN THE MARKET FOR THE MONEY. A Few of our Leaders are the

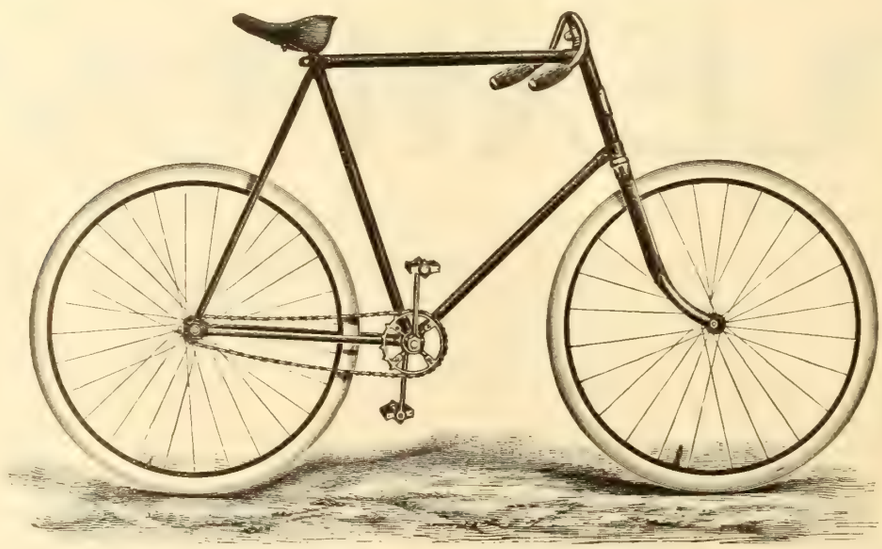
Ariel.

Titania.

Wilhelm.

Empire State.

Ontario.



Road King.

Road Queen.

Duke.

Duchess.

Prince.

Princess.

Middy.

Midget.

A Complete Line of Cycle Accessories. Send for Catalogue and Prices. State Territory Wanted.

The GEO. WORTHINGTON CO., Cleveland, Ohio.

Mention The Bearings. AGENTS WANTED.

A STRICTLY HIGH GRADE CHAIN LUBRICANT T

DEALERS SECURE 1895-AGENCY. It is Sure to Pay You.

BEST OF THEM ALL. GIVES SATISFACTION. Sample Mailed Free.

BICYCLE CHAIN LIGHTNING CO., P. O. BOX 1568, NEW YORK CITY, N. Y.

Mention The Bearings

The League Tire Leads...

Light, Fast, Made to Last.

New York Belting & Packing Co.

...PIONEERS AND LEADERS...

Mention The Bearings

15 Park Row, NEW YORK.

The resiliency of a pneumatic tire depends largely on the elasticity of the fabric which is its base. Up to the present time all inner-tube tires have been made in a mold, and the high-pressure used in vulcanizing by this process, stretches and strains the fabric, and deprives it of much of its elasticity. Resiliency is necessarily sacrificed. The League Tire, however, is made by a process which entirely obviates all injury to the fabric. All its natural elasticity is preserved. We therefore claim for The League Tire a resiliency greater than is possible in other tires. Ease of adjustment to the rim and a somewhat flattened shape when deflated, keeping the tire free from the cutting edges of the rim, are other decided advantages, and a cloth impression surface on the upper side of the cover, secures a firmer adhesion to the rim. Send for booklet.

WINDECKER & TAYLOR,

Exclusive Manufacturers of the renowned

Stuart Bloomers TRADE MARK REGISTERED Perfection in Fit and Style

Finest in Quality and Workmanship.

Leading Attraction Cycle Show, Chicago, January 7th to 12th.

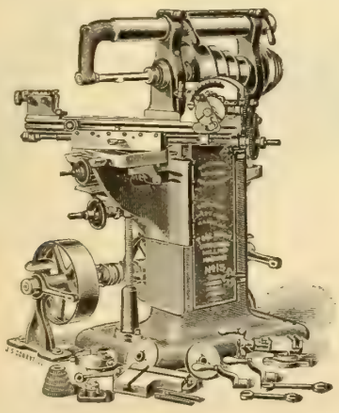


A LIVE DEALER WANTED TO HANDLE OUR LINE IN EVERY CITY AND TOWN.

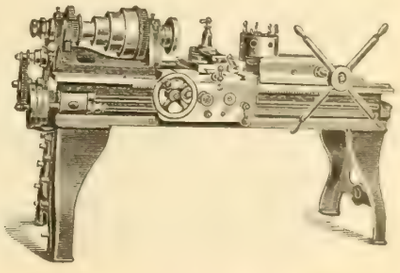
Ladies wearing a Stuart Bloomer find riding a pleasure. The beauty and correctness of our cloths win instant admiration. Enclose 4c. postage for sample card of cloths with prices and printed instructions of the "Stuart" system of self-measuring. Address

WINDECKER & TAYLOR,

Mention The Bearings. 415 MEDINAH BLDG., CHICAGO.



Machinery for the Manufacture of Bicycles.

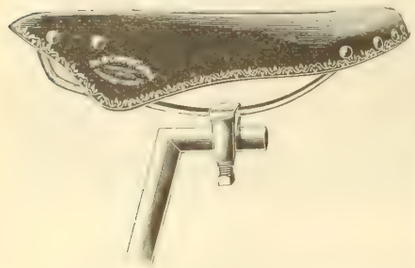


Hill, Clarke & Co.,

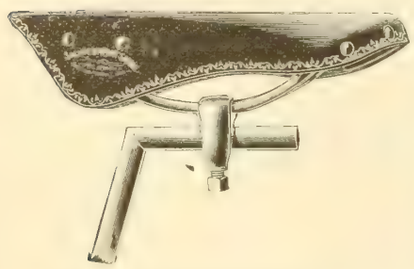
156 Oliver St., BOSTON, MASS. .. 12 and 14 South Canal St., CHICAGO, ILL.

MENTION THE BEARINGS

Two Models.



MODEL G ROADSTER.
Weight 21 Ounces.



MODEL M SEMI-RACER.
Weight 16 Ounces.

Ten other Distinct Designs.

Wooden Cantles if Desired.

Better Adopt the

"SOLID COMFORT" SADDLES

.....For Your 1895 Machines.

Write us for prices.

CURTIS-CHILD MFG. CO.

Philadelphia, Pa.

Mention The Bearings.

ZIMMY CYCLES

ZIMMY

Newest, Most Original, and Thoroughly Up To Date.

Agents will find it to their advantage
to call before closing contracts.
Write for terms and catalogues.
Secure your territory now.

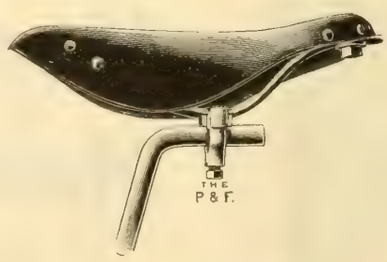
Zimmerman Mfg. Co.,

FREEHOLD, N. J.

Mention The Bearings

P. & F.

.SADDLES.



WRITE FOR PRICES.

Reading Nickel-Plating & Electrical Company.

Reading, Pa.

MENTION THE BEARINGS.

M. & M. W. Co

CYCLE MANUFACTURERS' SUPPLIES
IN STOCK AT FACTORY PRICES.

Mannesmann Tubes.
Mannesmann Forksides.
Mannesmann Finished Frames.
P. & M. Saddles.
Brooks Saddles.
Indianapolis Tires.
Appleby & Duckworth Chains.
Janney Pedals.
Adjustable Handle Bars.
Forgings and Finished Parts.

SEND FOR CATALOGUE

AND SPECIAL DISCOUNT SHEET.

Manufacturers' & Merchants' Warehouse Co.

10 to 24 West Water Street,
West End Washington and Randolph Sts. Bridges,

MENTION THE BEARINGS. CHICAGO.

....Bicycle.... Lamps

We have been appointed Sole United States Agents for

H. Miller & Co.'s Bicycle Lamps

Including the great wonder, "Circle," weighing 8½ ounces and listing at $1.00; Cyclight at $1.10; Jupiter at $2.00; Mito at $3.00; Bell Rock Miniature at $4.00; Bell Rock No. 43 at $5 00, and Lito at $6.00.

H. Miller & Co. have had 20 years' experience making lamps. Send for special lamp catalogue.

Don't forget the Wynnewood Bicycles at $80, $60, $50, and $40.

GOOD AGENTS WANTED.

A. M. SCHEFFEY & CO.,

92 Reade St., NEW YORK.

Mention The Bearings.



Mention The Bearings

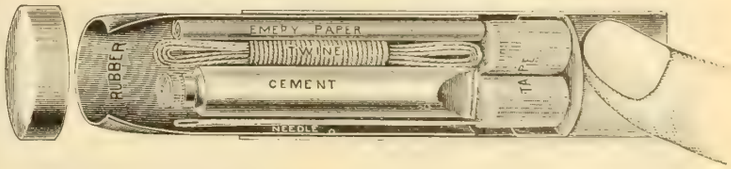
MANUFACTURERS and DEALERS

Do you believe in modern ideas and liberality?
If so, we can show you the most up-to-date

REPAIR OUTFIT

on the market.





Send for Samples and Discounts.

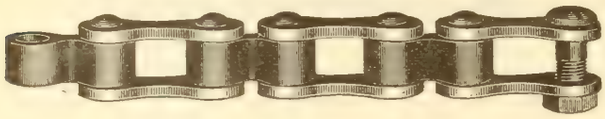
MASON & MASON,

587 W. Madison St., CHICAGO.

Mention The Bearings — Manufacturers of SOUDAN BICYCLES

The manufacture of CYCLE CHAINS is not a side issue with us. It is our sole business and that is why ours are

The Standard Chains of America.



We have a NEW PATENT HARDENED RIVET which is the greatest advance yet made in chain making. It will pay you to investigate it. Our new polished chains with these rivets are unequaled. See our exhibits at the Chicago and New York Cycle Shows in charge of

ROGER B. McMULLEN & CO.,
139 Lake St., Chicago, and 309 Broadway, N. Y. City.
General U. S. Sales Agents.

Indianapolis Chain & Stamping Co., Largest Factory in the World....
First in America, 126-128-130 W. Maryland St., INDIANAPOLIS, IND.

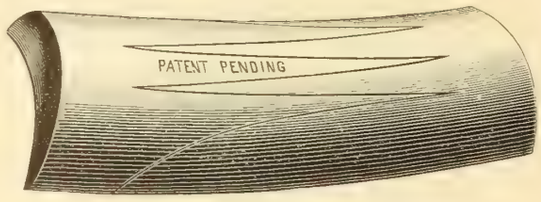
JOHN S. LENG'S SON & CO.,
No. 4 Fletcher St., N. Y. City—New York Depot.

ELASTIC TIP CO., 370 Atlantic Ave., Boston, Mass.,
New England Depot.

MENTION THE BEARINGS

Fairbanks Wood Rims

Adopted by American and European Cycle Manufacturers who use . . . . . .



ONLY THE BEST.

Ridden by champions of the world on path and road, winning more races and places than all other rims. Made in all sizes for all patterns of tires.

The Original Veneered Rim.
The Best One Piece Rim.

Fit your wheels with them in '95 and keep in line.

FAIRBANKS WOOD RIM CO.,

5 and 7 Appleton Street, . . BOSTON, MASS.

MENTION THE BEARINGS

Did you see that half-page ad

in last week's issue?

Do you know what it is for?

If you don't know,

Can't you guess?

It was for

Business.

And do we want yours?

Certainly!

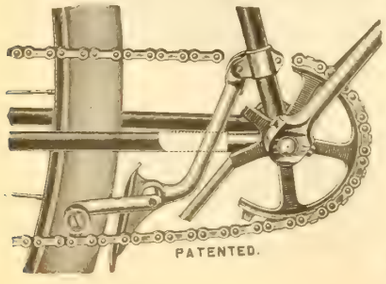
Don't forget the name, the number, and the place.

Behring Engraving Co.

Engraving by every known process.

318 Dearborn St., CHICAGO.

MENTION THE BEARINGS



NO RIDER

can afford to go without this brake.

COMFORT, ECONOMY, SAFETY
ALL DEMAND IT.

It is Automatic and as quick in action as thought itself.

BAILEY MANUFACTURING CO.
207 S. Canal St., CHICAGO.

Mention The Bearings

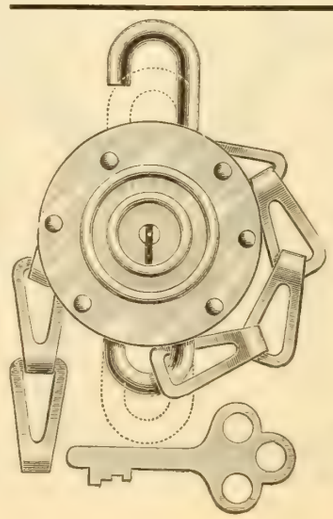
SIEGEL-COOPER & CO.
STATE, VAN BUREN & CONGRESS

CYCLERS' LUNCH.

Meet the Boys at the Big Store Cafe.
POPULAR PRICES.

Table D'Hote Dinner from 5 to 9 P. M., with Wine, 50c to 75c.
Music during Supper Hours. Open Sundays.

Mention The Bearings



THE
SMITH & EGGE MFG. CO.
BRIDGEPORT, CONN.

Manufacturers of the

Self-Locking Cycle Lock

Weighs less than two ounces. Very strong, and practically unpickable. Nicely nickeled. Ask your dealer for them or send us 50 cents for sample.

Mention The Bearings

THE L&W BELT TRADE MARK

Comfort

Bicycling is rendered absolutely comfortable by wearing the

L. & W. BELT.

This device, fitted to the trousers, adds to the wearer's comfort. No pressure at the waist as from the leather belt, and trousers always in place.

Zimmerman, Wheeler, Butler,

and other well-known wheelmen wear and recommend the belt. Send for circulars.

The L. & W. Belt patented April 17, 1894.

Manufactured and for sale by

MACULLAR, PARKER & COMPANY,

400 Washington St., - BOSTON, MASS.

Mention The Bearings

Kalamazoo Baby Carrier



Price, with Board Seat Attachment, $3.00.

Kalamazoo Cycle Co.,

Sole Owners and Manufacturers, - KALAMAZOO, MICH.

MENTION THE BEARINGS



THE HOLMES Co.



MANUFACTURES

BICYCLE, ATHLETIC, and BATHING SUITS, SWEATERS, STOCKINGS, ETC.

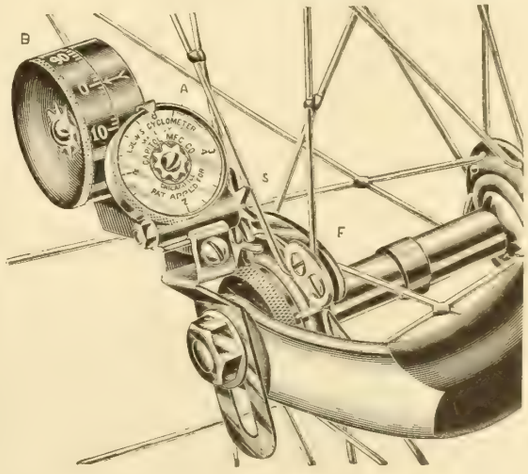
Send stamp for Catalogue.

109 Kingston St., . . BOSTON, MASS.

Mention The Bearings.

LOEW
10,000-Mile Cyclometer

The only instrument with independent trip and single mile dials and repeating total mileage recorder which can be set to zero at will.



'95 Pattern with black enameled dials and prominent silvered figures. Made for 26, 28, and 30 inch wheels.

Thousands now in use, and every issue will contain a different letter from a dealer or rider, verifying our claims as to the superiority, accuracy, and durability of the instrument. Simplicity of construction insures durability and accuracy.

WEIGHT, 4 OZ.

PRICE, $3.25.

Satisfaction guaranteed or money refunded.

PURDY, MO., October 13th, 1894.

CAPITOL MFG. CO.

Gentlemen:—I like your Cyclometer, and think it just the thing for this rocky country. It seems to keep moving as regular as a Seth Thomas Clock—always right and easily understood.

D. L. BAYLOR.

EVERY CYCLOMETER GUARANTEED...

CAPITOL MFG. CO.,

SOLE MANUFACTURERS AND LICENSEES,

RICE, LEWIS & SON, Ltd.,
Toronto, Ont., Agents for Canada.

125-137 REES ST., CHICAGO, ILL.

Electrotypes furnished for Cataloguing.

MENTION THE BEARINGS

HAVE YOU SEEN THE

1895

ARROW

IT IS A BEAUTY.

WEIGHT, 19 LBS., AND RUNS WITHOUT AN EFFORT.

Here is the chance of a lifetime for good, live, hustling State agents.
Our discounts are liberal. Send for our catalogue.

CENTURY CYCLE MFG. CO. - SHELBYVILLE, IND.

Mention The Bearings.

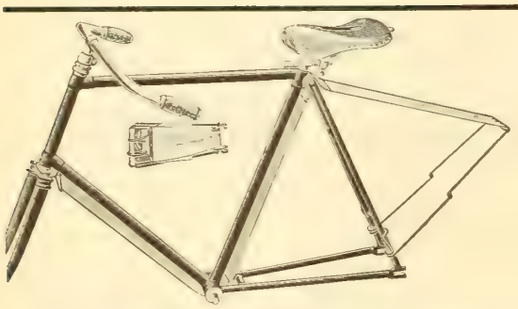
THERE ARE SADDLES, BUT
NO BETTER SADDLES THAN

Hunt Saddles.

HUNT MANUFACTURING COMPANY.

WESTBORO, MASS.

MENTION THE BEARINGS



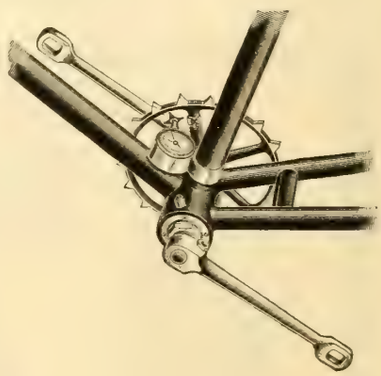
GRISWOLD'S IMPROVED DETACHABLE FOLDING BICYCLE RUBBER MUD-GUARD.
Weight 8 oz.

M. E. GRISWOLD'S

Cyclometer

Adjustable to any gear in five minutes. It weighs less than two ounces. Absolutely dust and water proof. Adjusted in a safe place. Positive in movement. Can not get out of order. Complete in every particular.

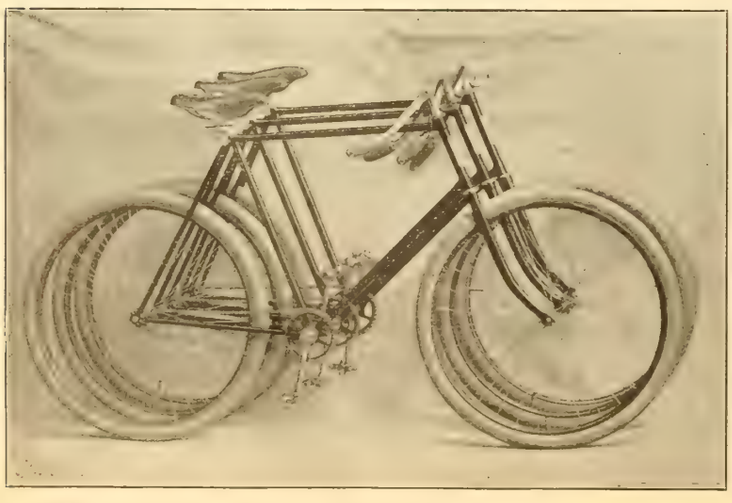
PRICE, $3.25.



M. E. GRISWOLD CO., Manufacturers,

Mention The Bearings.

Office and Factory: WASHINGTON HEIGHTS, CHICAGO.



Truman Three of a Kind!

...$100...

LARGE TUBES. TRUMAN HUBS.
DETACHABLE SPROCKETS.

And everything else that is up to date.

CHAS. TRUMAN & CO., - - Toledo, Ohio

MENTION THE BEARINGS

We are Leading Sundry Manufacturers of America

Send for electrotypes for your catalogue.

NODERER MFG. CO.,
Office, 1290 Lorain St.,
Factory, 11 Alum St.,
CLEVELAND, O.

Mention The Bearings.



Our Specialties are

Cleveland Bicycle Stands.
Easy Glide Chain Lubricant.
The Race Toe Clip.
Axle Lantern Bracket.
Elastic Tire Cement.
Elastic Tire Cement in Bulk.
Eclipse Tire Repair Outfit.
Diamond Cycle Oil.
Diamond Lantern Oil.
Lustro Shine Metal Polish.
Lightning Rubber Cement in Tubes.
Lightning Rubber Cement in Bulk.

THE KOMBI CAMERA

.....IS A COMBINED CAMERA AND GRAPHOSCOPE.



The Kombi in position,. One-fourth size.

Takes 25 pictures in one loading, snap shot or time exposure. The size of the Camera is 1⅝x2 inches Weight, 4 ounces. Carry in your pocket. All metal, silver bronze finish.



The Kombi, complete, **$3.50.**

Photographs made for a cent each.

Any boy or girl can use it.



Takes a picture this size, square, round, or fancy.

Strip of film (25 exposures), 20 cents extra. Cost of developing roll of film, 15 cents. Cost for printing, one cent for each picture. If not for sale by your dealer, the Kombi will be sent to any address, post paid, on receipt of price.

Every instrument guaranteed indestructible.

ALFRED C. KEMPER, - - - 208 Lake St., CHICAGO, ILL.

MENTION THE BEARINGS.

"A WHEEL'S THE THING."

OUR TRADE MARK.

'95 Tourists



DID YOU SEE THEM AT THE SHOW?

Also General Agents for the famous STEARNS wheel in New York City and vicinity, Westchester County, Brooklyn, and Long Island.

28-lb. wheel, -	$55.00	25-lb. wheel, -	$70.00
23½-lb. wheel,	85.00	21½-lb. wheel,	100.00

Ladies' 26-lb. wheel, $85.00

The 28 and 23½-lb. wheels in three heights of frame.
The 21½-lb wheel in two heights of frame.
Removable dust caps on hubs allowing the rider to examine and oil balls direct at any time.
Detachable, reversible, and interchangeable sprocket.
New rear wheel adjustment.

NO MORE TROUBLE WITH OIL WELLS

Bidwell-Tinkham Cycle Co.

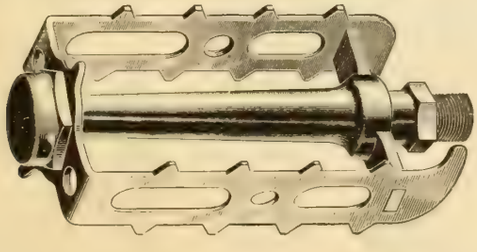
Factory, Reading, Pa.

Address General Offices,
306-308-310 W. 59th St., NEW YORK.

Mention The Bearings

SOMETHING NEW

And what every Cycle Maker wants.



A PEDAL THAT IS REALLY AN INNOVATION WITHOUT BEING A FREAK.....

SPAULDING MACHINE SCREW CO., Buffalo, N. Y.

Mention The Bearings

ROCHESTER

Rochester Cycle Manufacturing Co.
Rochester, N.Y.

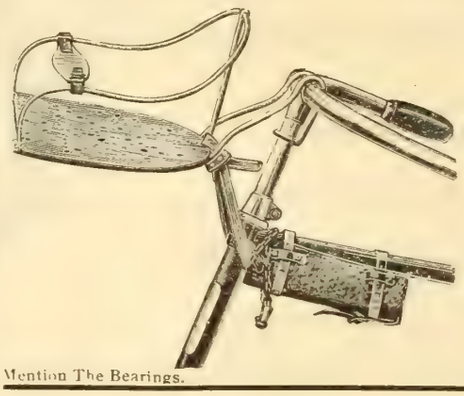
Medium and High Grade

SEND FOR CATALOGUE

BICYCLES.

No Bolts! No Screws! No nothing! But Good Looks, and 2½ lbs. Weight. Fits any Handle Bar.

The Fluke Child's Seat



Manufactured by

The Colton Manufacturing Company,

Toledo, Ohio.

Sent on receipt of price, $2.50.
Liberal discounts to dealers.
The Celebrated Fluke Rubber Mud Guard retails for $1.00.
Write for discounts.

Mention The Bearings.

WATCH THIS SPACE FOR CUT AND DESCRIPTION OF THE

"J. & R." Changeable Bicycle Gear

APPLICABLE TO ANY BICYCLE,

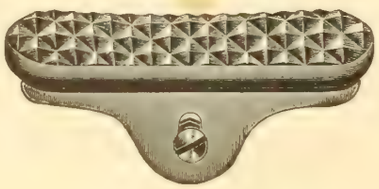
which created so much interest at the Chicago Cycle Show. It adds only one pound to the weight of your bicycle. Manufactured by

THE McELWAINE-RICHARDS CO., . . Indianapolis, Ind.

MENTION THE BEARINGS

THE CURTIS
ADJUSTABLE · PEDAL · RUBBER

Thousands of them Sold Already.



One of the Nicest things ever Invented.

$1.50

Per Set of four, with screws to hold them on with. Sent post-paid on receipt of price.
Will fit any rat-trap pedal with straight plate.

The Reed & Curtis Machine Screw Co.
Mention The Bearings WORCESTER, MASS.

"FIRST IN AMERICA."

The fact that

Shelby  Tubing

is used almost exclusively by

AMERICAN BICYCLE MANUFACTURERS

is sufficient guarantee of its superiority.

"Largest and Best in the World."

The Shelby Steel Tube Co., ... Shelby, O.

MENTION THE BEARINGS.



All Bicycle Riders need a good, effective, and Powerful

PUMP

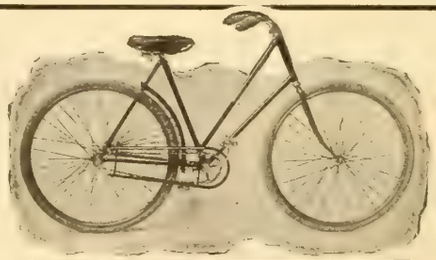
FOR USE AT HOME.

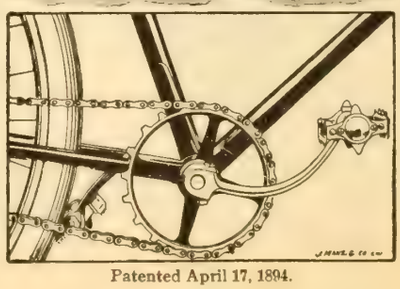
This is the BEST, LIGHTEST, AND MOST EFFICIENT PUMP MADE.

The universal fastening fits any of the best known valves. Union and nipple connection furnished when preferred. **Price $2.00, express paid.**

W. S. FRAZIER & CO.,

Mention The Bearings AURORA, ILL.





Patented April 17, 1894.

LADIES'
Ide Special

PRICE $125

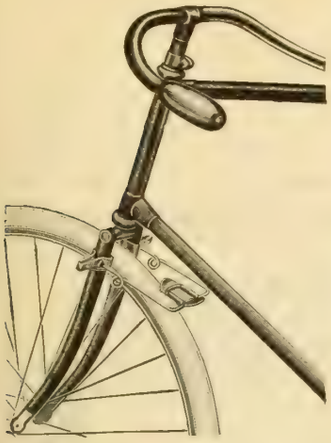
fitted with our celebrated **Elliptical Spring Cranks.** It requires no special effort to sell IDES. They represent their value and please the riders.

The Chicago-Elgin-Aurora Century Record is held by C. D. Cutting (time, 6 hrs., 45 min., 45 sec.) using these cranks on an 18-lb IDE RACER. These cranks for sale only by us and our regular established agents. Send for catalogue.

F. F. IDE MFG. CO.,

PEORIA, ILL.

MENTION THE BEARINGS



CATALOGUE IT

WHAYNE'S

Foot Brake

Lightest, Cheapest and Best Brake Made.

Weight, 5 oz. Never out of order. No rattle. Very effective. Will fit any wheel. Can be put on or taken off in one minute. Made of spring steel. Every rider wants one. PRICE, 75 CENTS. PER DOZEN, $4.50. Special to Manufacturers and Jobbers.

R. C. WHAYNE,
Manufacturer.
560 Fourth Ave., Louisville, Ky.

Mention The Bearings.

Kozy

Baby Seat and Luggage Carrier

Light, Safe, Comfortable.

Price, $2.50.

To try it means to buy it.

Dealers, write for discounts.



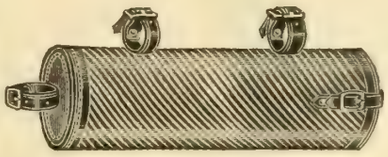
GEO. HILSENDEGEN, Manufacturer, Detroit, Mich.

Mention The Bearings

DO YOU WANT

SOMETHING NEW IN

Tool Bags?



SEND FOR OUR SAMPLES.

Beautiful, Novel, and the Lowest Priced in the Market.

H. M. ROSENBLATT & CO.,

Manufacturers of anything and everything made from leather.

237-249 MONROE ST.

CHICAGO.



If you are interested in SKATE STRAPS, send for our Price List.

Mention The Bearings.

Roger B. McMullen & Co.,

309 Broadway, NEW YORK. . . . 139 Lake St., CHICAGO.

GENERAL U. S. SALE AGENTS FOR THE

Indianapolis Chain and Stamping Co.,
Union Drop Forge Co., Indianapolis, Ind. **C. J. Smith & Sons Co.,** Chicago.
Hartford Rubber Works Co., Milwaukee, Wis.
Garford Mfg. Co., Hartford, Conn. **Hunt Mfg. Co.,** Elyria, Ohio. Westboro, Mass.

....AGENTS FOR...

Shelby Steel Tube Co., Shelby, Ohio.
Spaulding, Jennings & Co., Jersey City, N. J.

MENTION THE BEARINGS

THE BEST, THE EASIEST RUNNING,
THE HIGHEST GRADE,
THE LARGEST STOCK,

Chain Lubricant is Speedy

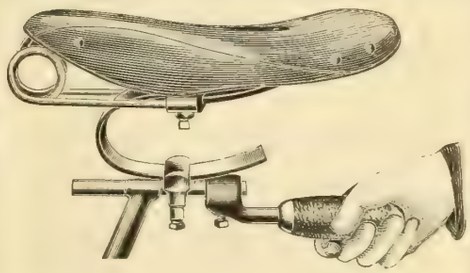
Sample Free to Dealers. Write for prices.

STERNER CYCLE CO.,

597 Madison Street. CHICAGO.

Mention The Bearings.

Edwards' Bicycle Holder.



For holding a bicycle when giving instructions in riding. Nickel plated. Fitted with corkaline handles. **Price $1.25.**

Manufactured by

M. F. EDWARDS,

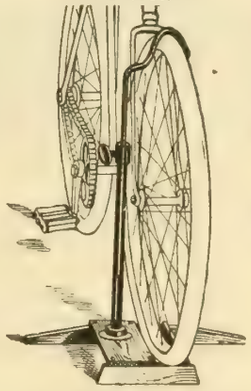
Look for it at New York Show. OBERLIN, OHIO.

Mention The Bearings

THE PITTSBURGH STAND

(PATENTED.)

Simple, Strong, Portable, Cheap, and Best. Price, $1.00 each.



For use in Salesroom, Club House, or Home. For sale by Leading Bicycle Dealers.

MANUFACTURED BY

WM. M. JUSTICE & CO.,

Liberal discount to the trade. PITTSBURGH, PA.

Mention The Bearings.

SECOND-HAND

BICYCLES

Largest stock in the country. All makes and kinds. Now is the time to get a splendid second-hand wheel at next to nothing.

Pneumatics.—Rover, $20; New Era, $20; Boys', $20; Peerless, $22; Credenda, $22; Worth, $23; Rover, $24; Duke, $24; Road King, $24; Rambler, $25; Rival, $25; Gendron, $25; Sterner, $24; Serbridge, $25; Coventry, $26; Victor, $28; Raleigh, $30; Humber, $30; Smalley, $30; Spalding, $30; Liberty, $32; Student, $30; Road Queen $30; Psycho, $35; Century Columbia, $35; Planet, $35; Swift, $35; Lovell, $37; Psycho (new), $40; Phoenix, $40; Eagle, $45; Victor Flyer, $45; 200 others; remaining stock of new '94 wheels at cost; wheels shipped on approval; send for latest bargain list.

MEAD & PRENTISS, 188 Monroe St., Chicago, Ill.

HELLO! SOMETHING NEW!

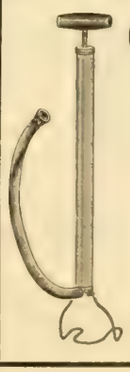


The Adjustable Spring Toe Clip, best on the market. The New Toe Clip Adjuster, the only one on the market. "The Lamp That Never Fails" does not go out at every turn. The Perfect Spring Lamp Bracket, made for head or fork, will not mar enamel The Beauty Mud Guard, the lightest and most durable mud guard to be found, and made to use.

Write for particulars. Electros furnished.

JNO. R. EDWARDS, Jr., 30 Carr St., Cleveland, Ohio.

Mention The Bearings.



GARDINER FOOT PUMP.

A '95 Foot Pump with Patent Universal Coupling.

DIMENSIONS OF PUMP:
Barrel 15 in. long by 1¼ in. in diameter.
Highly nickeled.

Retail Price, $1.50.

Liberal discount to trade.

Gardiner Pump Co.

Box 266, WORCESTER, MASS.

Mention The Bearings

HUBS, SPOKES, NIPPLES, RIMS, AND FINISHED WHEELS.



HIGH GRADE HUBS
Latest Model 20oz. Per Pair.

Large and small manufacturers and dealers supplied.

Write for prices.

EXCELSIOR NEEDLE CO.'S Swaged Spokes of various sizes and grades made to exact lengths and nipples to fit. Manufacturers' trade especially solicited. Write for prices, stating quantity, etc.

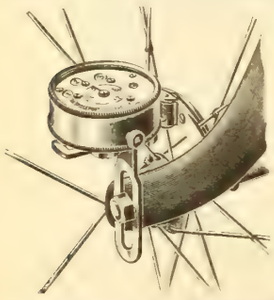
I. A. WESTON & CO., - JAMESVILLE, N. Y.

MENTION THE BEARINGS

WHY NOT
Do Your Own Plating?

OUR CATALOGUE TELLS HOW. - - SHALL WE SEND YOU ONE?
WE FURNISH COMPLETE OUTFITS.

THE HANSON & VAN WINKLE CO.,
CHICAGO NEWARK, N. J. NEW YORK



Have you a
MODEL 1894 Bridgeport Cyclometer?

Do you want to exchange it for a '95 Model "A"? Then read this offer:
Upon receipt of 60 cents with your 1894 Bridgeport Cyclometer we will alter over to our new, improved, 1895 Model "A," with celluloid face plate and enlarged figures, and return to you by mail. This includes cleaning and re-nickeling. **Also, we will change for 35 cents** a 28 inch instrument to a 30 inch, or a 30 inch to a 28 inch, if this amount is mailed to us with cyclometer. Remember that our guarantee makes good any defect found in our cyclometers which is not due to the owner.
BRIDGEPORT CYCLOMETERS FOR 1895, will be made in three styles and will be fully guaranteed. Model "A" registers 1,000 miles. Model "B" registers 1,000 miles and has a bell attached which rings at every mile. Model "C" registers 10,000 miles and repeats, and can not be set back to zero. Sold by all dealers. Send for illustrated list.

THE BRIDGEPORT GUN IMPLEMENT CO., 313 & 315 Broadway, NEW YORK.



The VERY BEST in the Market.

BEING on the ground floor in this business, we believe we can offer you better goods for the money than anyone else in it. A, or 1st quality, 50 cents, B, or 2d quality, 40 cents per pair, postpaid. Be sure to give correct size of hole wanted. Special discounts to manufacturers and dealers.

THE R. W. McCREADY CORK CO.,
43, 45, 47 Illinois St., CHICAGO.

MENTION THE BEARINGS

PHIL WINTER'S
RESTAURANT ...and... CAKE BAKERY

269 State St, near Van Buren.

THE NOONDAY RENDEZVOUS OF CHICAGO CYCLISTS

PAUL BRAUER, Proprietor and Manager.



WE WANT EVERY DEALER
to catalogue our
Grip for 1895
Send for an electrotype; we have 1 inch and 2½ inch sizes.

AVERY & JENNESS,
6245 Oglesby Ave. - CHICAGO.

MENTION THE BEARINGS

Bicycle Cements

Manufactured on scientific principles and chemically constructed for

Wood Rims and Metal Rims.

LIQUID RUBBER and STICK CEMENT.

Each good for its especial work and is not a cure all.

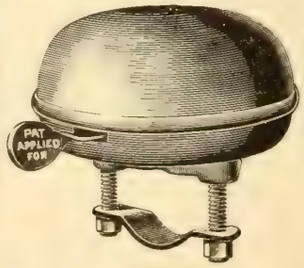
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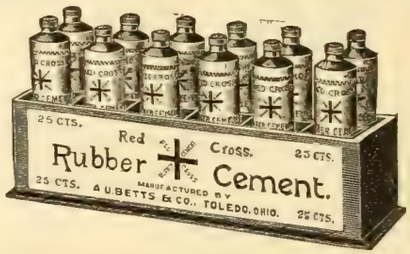
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THE BEST CEMENT IN THE WORLD for repairing Pneumatic Tires. For sale by all first-class dealers throughout the world. It has no equal. These tubes are put up in neat and attractive cases, containing one dozen tubes each. None genuine unless it bears our trade mark, Red Cross.
Send for catalogue and electros of Red Cross specialties. Sample tube, by mail, 25 cents.

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Have to guess at it if you haven't got a cyclometer, don't you? Send me $2.00 (money order or draft) and I will send to you by express (charges paid) a 1,000 mile cyclometer, absolutely the best upon the market. Dial divided into 1-100 of a mile and visibly records each revolution of the wheel, and can be plainly read from the saddle, is noiseless and dust-proof and can be easily attached to any bicycle.
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is the

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and an economical one too. It don't have to be fed. It don't break down. Always to be depended upon. How could it be otherwise? For, remember, it's the wheel that is "Built on Honor." Ask anyone who ever rode a Warwick. They'll tell you it's the handsomest in design, the easiest to adjust, the least difficult to keep in repair, the lightest running, and taking everything into consideration, the most satisfactory wheel ever built. No wonder the words Warwick and Perfection have become synonymous.

Just watch for it.

You'll Know it by its Vermilion Rims.

Perhaps you saw it at the show; if so, no use saying any more. It spoke for itself. If you weren't there ask someone that was. They'll tell you the new, useful, original, and practical points of the '95 Warwick outnumbered those of any other wheel on exhibition.

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Then the prices, $100, $85, $80.

We also want an agent in every city and town. If we're not represented in your section, and you're a live man, write us. We mail our catalogue free on application.

Warwick Cycle Mfg. Co.,

Makers,

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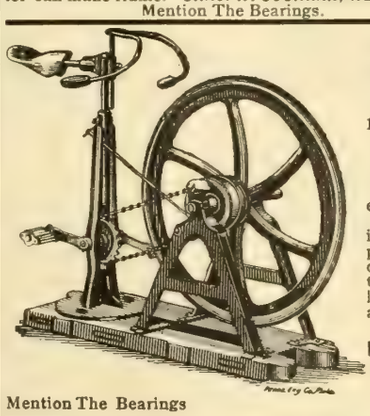
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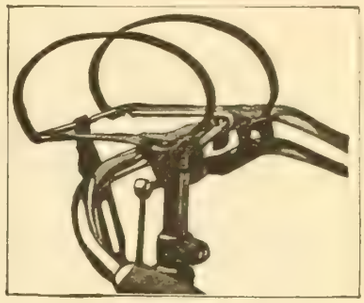
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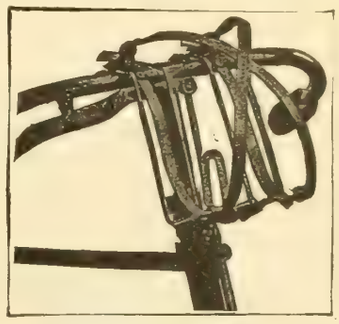
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FOR SAFETY BICYCLES.



SINGLE CARRIER, No. 1. PRICE, $1.00.

The most popular carrier on the market. It weighs but a trifle, fits all machines, does not interfere with the use of lantern or brake, and will carry a large package. May be put on reversed so as to project behind the handle bar.



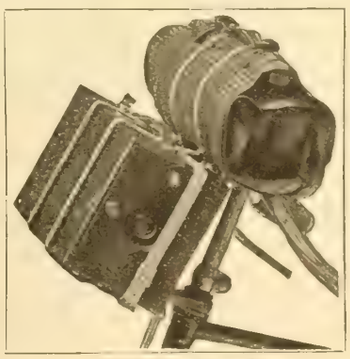
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This carrier rests on the handle bars and is fastened around the head. The frame is brought down lower in front of the head than No. 1, and will carry a larger bundle or package. The construction of this carrier forms an elastic rest for the package, preventing undue jar to the contents.



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WESTERN WHEEL WORKS.

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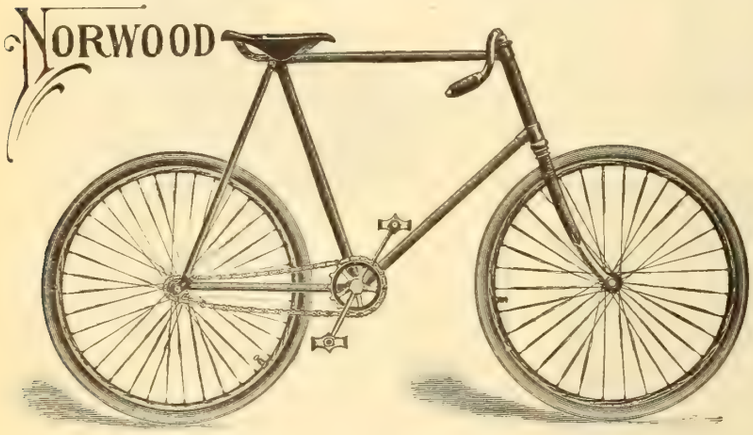
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Mooney
Pure Oak Leather

CANANDAIGUA, N. Y., Dec. 13, 1894.

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GENTLEMEN: The saddle-top sent our Mr. Mason, Jr., is first-class, and is very satisfactory to him, and he takes pleasure in saying it is the easiest saddle he ever straddled.

Respectfully yours,
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Tanners and Curriers of the best PURE OAK LEATHER, because they have had over fifty years' experience.

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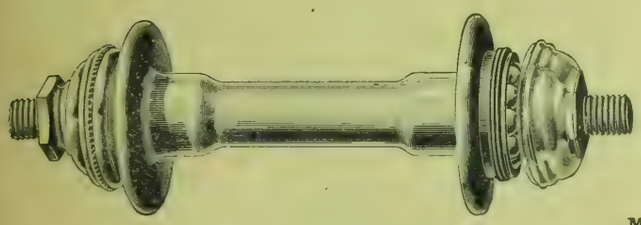
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If you ride a "Relay."

You simply sit on the saddle and then keep the Machine from running away with you.
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"RELAYS" ARE IN IT.

LIBERAL DISCOUNTS TO LIVE AGENTS.

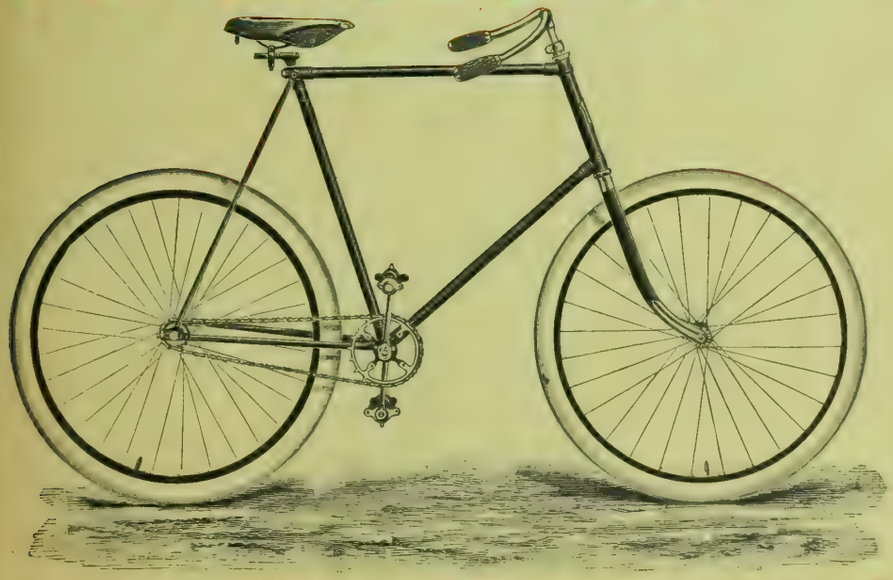


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It will now be fashionable for all
to exclaim,

"We Killed the Ba'ar."

at the

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But really, did you see any machines on exhibition there that approached ARIELS in FINISH and GENERAL EXCELLENCE?

Now, this cut is a likeness of our heaviest ARIEL this year.

It is the FULL ROADSTER and weighs 25 lbs.

It is built for heavy men and severe service.

"THERE ARE OTHERS"

To Wit: THE ARIEL LIGHT ROADSTER at 22 lbs.; THE "TITANIA" at 21 to 25 lbs.; THE ARIEL RACER 16 to 20 lbs.

All made with the same careful attention to detail, and neither do we forget that

"GOOD STOCK COUNTS."

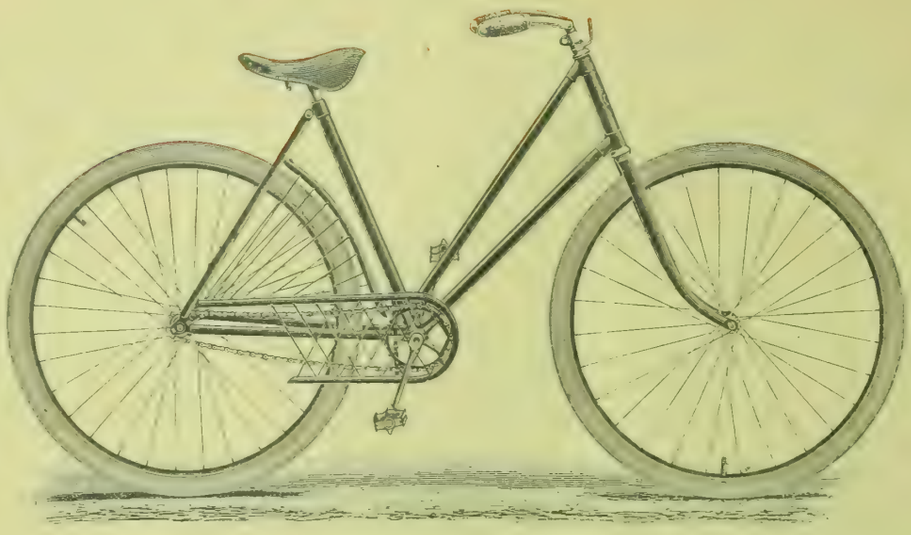
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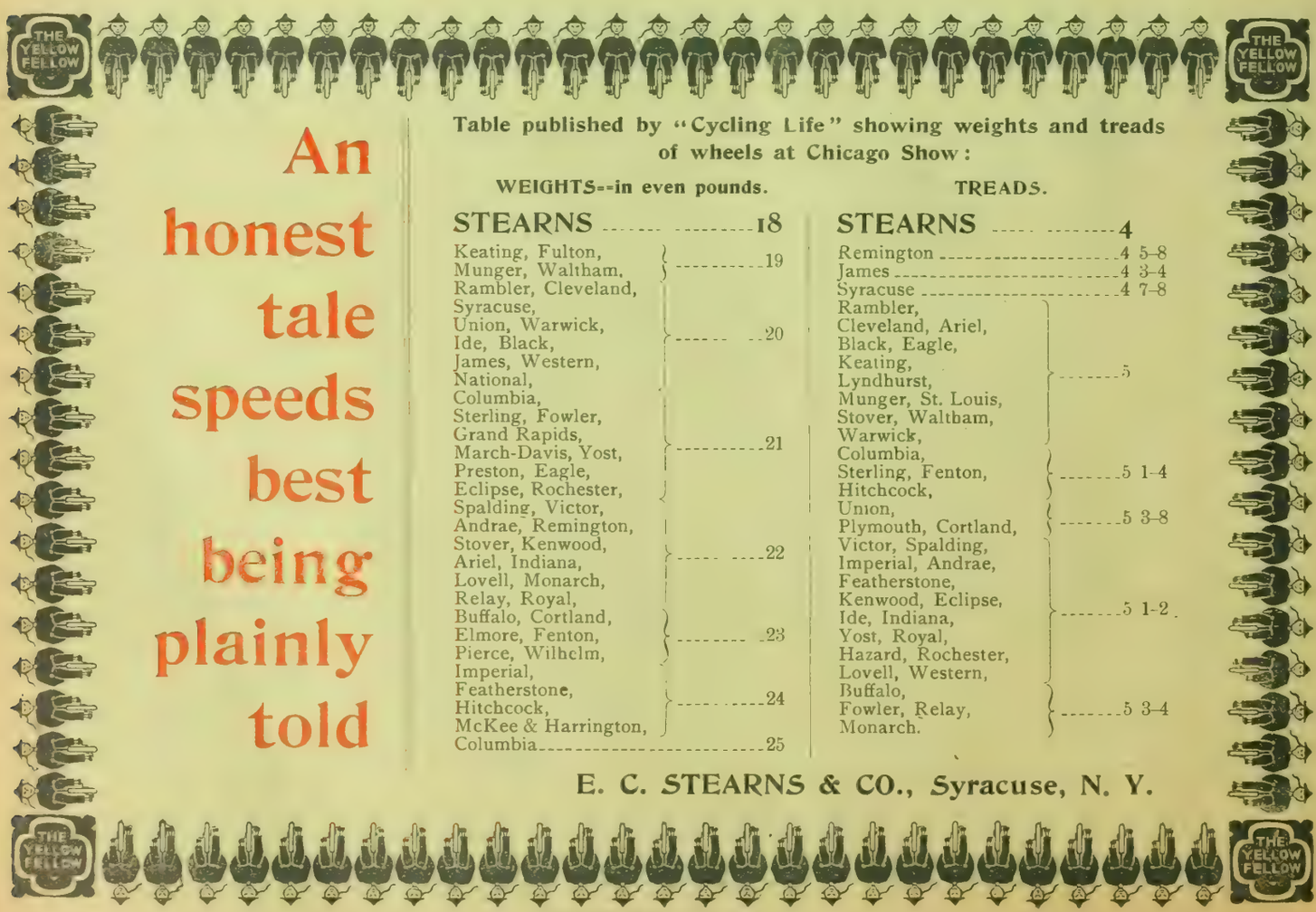
Actual weight
19 lbs.
for Ladies
weighing 175 lbs.
or less.



Lightest Ladies' Wheel for practical road use at the Chicago Cycle Show.

KENWOOD BICYCLE MFG. CO. - - 253-255 S. Canal Street, CHICAGO, ILL.

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An honest tale speeds best being plainly told

Table published by "Cycling Life" showing weights and treads of wheels at Chicago Show:

WEIGHTS--in even pounds.

STEARNS	18
Keating, Fulton, Munger, Waltham,	19
Rambler, Cleveland, Syracuse, Union, Warwick, Ide, Black, James, Western, National, Columbia, Sterling, Fowler, Grand Rapids,	20
March-Davis, Yost, Preston, Eagle, Eclipse, Rochester, Spalding, Victor, Andrae, Remington, Stover, Kenwood, Ariel, Indiana, Lovell, Monarch, Relay, Royal,	21
Buffalo, Cortland, Elmore, Fenton, Pierce, Wilhelm, Imperial, Featherstone, Hitchcock, McKee & Harrington,	22
Columbia	23
	24
	25

TREADS.

STEARNS	4
Remington	4 5-8
James	4 3-4
Syracuse	4 7-8
Rambler, Cleveland, Ariel, Black, Eagle, Keating, Lyndhurst, Munger, St. Louis, Stover, Waltham, Warwick,	5
Columbia, Sterling, Fenton, Hitchcock,	5 1-4
Union, Plymouth, Cortland,	5 3-8
Victor, Spalding, Imperial, Andrae, Featherstone, Kenwood, Eclipse, Ide, Indiana, Yost, Royal, Hazard, Rochester, Lovell, Western,	5 1-2
Buffalo, Fowler, Relay, Monarch.	5 3-4

E. C. STEARNS & CO., Syracuse, N. Y.

MENTION THE BEARINGS

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol XI

No 2

CHICAGO, FEBRUARY 8, 1895.

RIDING IN CALIFORNIA.

Fine Weather in That Sunny Clime Draws Out the Wheelmen—What the Clubs are Doing.

SAN FRANCISCO, CAL., Jan. 28.—Yesterday was the first really fine day that San Francisco has enjoyed for two months. Hundreds of wheelmen hied themselves to Golden Gate Park to take the kinks out of their legs after such long inactivity. From early morning until late in the afternoon the park was thronged with cyclers. Clubmen turned out in force, unattached riders were numerous, and rationally dressed women could be counted by the score. The number of lady riders was remarkable, and where and when they all learned to ride mystifies the sterner sex.

The renting business boomed; every available wheel from the old ordinary and solid tired safety to the more modern twenty-pound roadster was brought into use. Accidents were comparatively few, considering the traffic, and it is safe to say that more bicycles than carriages appeared in the park during the day. The cold air, tempered by a bright sun,

Seemed to Make Everybody Happy,

and when some novice pedalled along on the wrong side of the road to the risk of the more experienced riders, it was passed with a laugh. From now on the number of wheelmen will increase by the hundred and the coming cycle show will do much to educate the mass of non-riders to the benefits and pleasures to be derived from the bicycle. Dealers generally look upon this year as one of coming prosperity, though there is an under-current of feeling that some of the smaller and less experienced dealers will go to the wall or cut prices to keep afloat.

The exhibit spaces for the bicycle show have been marked off, and most of them assigned. There are thirty spaces, fifteen feet wide and twenty feet deep, arranged on either side of the building, and no one dealer has advantage as regards location. All the dealers in this city, and not a few from surrounding towns, have secured space, and so the exhibit of bicycles will be quite large, considering that this territory has just commenced to be recognized by the manufacturers.

The four principal clubs in this city have formed an association

For the Advancement of the Sport,

and the first move in that direction has been the formation of a combination with the largest dealers in this city to secure a track for bicycle training purposes. The track, commonly known as the Bay City Wheelmen's five lap cement track, has been secured, and hereafter will be conducted by the association, which includes the Bay City Wheelmen, the California Cycling Club, Olympic Wheelmen, and the recently formed Imperial Cycling Club. The association will also go into politics for the purpose of securing legislation for good roads and pavements.

The announcement that the national circuit would be extended to this coast has been the subject of much talk among the racing men, and the general opinion prevails that such a move on the part of the League would be of great benefit to the sport, and also to the L. A. W. At any rate there will be a California circuit which will include all the large cities.

San Jose Is Wide Awake.

SAN JOSE, CAL., Jan. 28.—Fair weather has at last made its appearance and lovers of cycling have again taken to their wheels. The racing men have resumed their training and judging by the work of some of them, this city will produce more Zieglers this year. Men who heretofore have been classed as average riders only are commencing to develop wonderful speed. Thomas H. B. Varney's California Rambler team for the season of '95 will be made up almost wholly from members of the Garden City Cyclers with the addition of three or four men from San Francisco. Mr. Varney has several Class A men in training under the supervision of Dick Alyward, who handled Otto Ziegler last year, and to use Alyward's own words, "they are dandies." It is probable that one of the Class A team will be a San Franciscan who showed much speed last year. Wilbur J. Edwards and Oscar Osen will be the star members of the Class B team.

Lew Black, the genial Ariel agent, has returned from the Chicago cycle show and tells his friends that Chicago is the only place in the country to hold such a show.

The Garden City Cyclers are making preparations for a great twenty-five-mile road race to take place on May day. The course is one of the finest in the state and extends from this city to Gilroy, and runs parallel to the railroad. Observation trains will be run for the convenience of spectators, It is expected that every prominent racing man in the state will enter this contest.

The San Jose Road Club has several of its best men in training for the San Francisco tournament, but the man who will represent them in the ten-mile inter-club race on the first night of the tournament has not been settled on yet, but it will probably be Floyd McFarland, who is

The Best Long-Distance Man in the Club.

J. B. Carey, of the Garden Cities, is the first man in this part of the state to cover 100 miles on the road this year, and it is safe to say that he will be the last for some time to come. His most intimate friends did not know him when he entered town the other morning, so covered with mud was he.

San Jose wheelmen want this city placed on the national circuit, and will do everything possible to that end. The Garden City's new cement track is the best on the coast, this climate is as near perfect for racing purposes as possible, and this city is the best wheeling town in the state. What more can be desired?

It is probable that Otto Ziegler will only ride an exhibition mile at the San Francisco tournament. He can not get into condition to ride a good hard race in time, and has not yet become well accustomed to his new mount. Harbottle and Coulter will ride in all the races.

The Garden City Cyclers have made arrangements to purchase the electrical pacemaker recently designed by Wilbur Edwards, and will have the new system applied to their track. The power to propel the machine will be furnished by an electric road which runs past the grounds.

WILL HAVE PLENTY OF RACES.

LOUISVILLE, KY., Feb. 3.—The announcement of the proposed southern circuit in last week's BEARINGS brought out a large number of proposed races during the coming season, both road and track. The first one to be announced, as in former years, is that of Prince Wells, who selected July 4 as his date. The fourth annual Wells handicap road race will be run on that day in the forenoon, and in the afternoon a number of track races will be held at the Fountain Ferry track.

The date selected is the same as that always used by the Poorman race at Cincinnati, and when Mr. Wells was asked if the two would conflict, he answered that he thought not, as the local road course is so well known for the fast time made on it that he will have very little trouble, if any, in getting a very large entry list. Another reason given is that the day is a holiday that is celebrated by everyone and as the day for picnics is almost past, that the people will be very glad to see a number of good races. especially on the best track in the country.

Martin & Dressing, who had the largest entry list and number of starters in their road race last year, will hold their second annual road race during the month of June, and expect to hold as successful a race as the one of last year. R. C. Whayne, who has the record for giving the first ladies' race in the United States, will hold his second annual road race during the latter part of the season. He will steer clear of ladies' races this year, bearing in mind the trouble he had in his first attempt. The Keating Wheel Club will also be one of the promoters of either a road race or a track race, the matter not being definitely decided at this time. The Y. M. C. A. Wheel Club also has the same question under consideration.

In September will be held the event of the season, when it is proposed to hold a six-day meet during the G. A. R. encampment, also under the auspices of the Track Association. The town will be simply overflowing with visitors, both those brought by the chance to take advantage of the low railroad rates, and those coming to take part in the encampment. It is likely that the horse racing association will hold a meeting at the same time but the cycle races will get most of the pleasure seekers. The prize list will be large enough to attract the best racing men in the country.

BASSETT ON THE AMENDMENTS.

The Secretary of the League Talks Entertainingly of the Proposed Actions of the Coming Assembly.

Secretary Abbot Bassett walked into the editor's den last Monday carrying a copy of the last BULLETIN. The venerable secretary looked at peace with the world at large and the League in general. He seated himself in our big arm chair and turned his face to the east. His face had a far away look as if he could look across that broad expanse of water and land and see his Boston. But when League matters were spoken of the secretary roused himself and for half an hour talked entertainingly of the amendments that will be acted upon at the Assembly.

"Mr. Secretary," said we, "the readers of THE BEARINGS will be pleased to have your views on the proposed amendments. Are they not important and will they not work great changes in the conduct of the League?"

"They are certainly important," returned Mr. Bassett. "I regard them as important as any that have been put forward in former years. Last year we made several radical changes in the policy of the League and we talked ourselves into a passion over most of them. This year we shall deal with the routine of League management and shall make changes that will inure to our great benefit. One of the most important changes will be that which proposes to give a member a full year of membership. Under the present rules a man who joins in April gets twelve months of membership through the riding season and the closed season and he pay $2. A man who joins in October pays the same fee and gets five months' membership in the closed season only. Is it to be wondered at that we get few members after September? Up to October 1 we booked 25,000 members. Since that date we have entered only 2,800. Thousands of wheelmen are today waiting for April 1 to come, and they will then apply for membership.

We Can Not Recruit Members During the Winter.

Our present rules force the bulk of our business into four months. Under the new rules a man may be induced to join at any time. We shall have one price and all men will be served alike."

"Will not this entail a great amount of work on the state secretaries?"

"No. They will be notified in advance of the expirations, and members will be notified from headquarters of the time when they must renew. Every secretary has a printed list of applicants to paste in his scrap-book. He has only to turn to that book the next year to know the expirations. He can keep a simple record which will tell him at a glance that numbers from 70,000 to 71,000 expire during this or that month. Give us the rule and the details of work can easily be arranged. The work in the secretary's office can be conducted with more ease. Under present rules I have to put on from seven to ten girls in the renewal season. These girls are new to the business and have to be taught the almost endless routine of checking and entering. We can not avoid many distressing mistakes under these conditions. When these girls are familiar with the work the renewal season ends, and their duties are over. Another year brings a new set of clerks, and the breaking in has to be gone over again. We shall have to employ fewer clerks and they will be permanent and experienced."

"What is the amendment on renewals?"

"It is proposed to allow a man to renew at any time if he will pay up back dues. Our present hard and fast rule works much cruelty. Members take pride in low numbers, and when they are shut out by our rules they hate to come back and take a high number. I don't think I overstate the case when I say that there are a thousand men who stand

Ready to Pay up Back Dues,

and take the old number. Men often lapse through no fault of their own; they depend upon their club to renew them; they hand the money to a friend who forgets to send it; they are abroad, or sick. Under our rules they are out, and they have to stay out. I believe the new rule will profit us financially, and it will surely make a great many men very happy."

"What about the rule which calls for more money from the divisions?"

"This rule is proposed because we want to give the League a good newspaper. If you want a good thing you must pay for it. The average American, when he pays a dollar, wants to get a good return. It is very hard to persuade the League member that he gets any return save the *Bulletin*. In six or eight divisions the member gets a great deal beside the *Bulletin*, but in the great majority of divisions he gets nothing. When a man pays $2, I keep 50 cents and send $1.50 to the divisions. For the 50 cents the member gets the *Bulletin*; for the $1.50 he gets absolutely nothing in more than half the divisions. It is true that many divisions are short of funds, and it is also true that a large proportion of the divisions don't have any use for money. One small division has paid the renewal fees of all its members for four years; another has paid these fees for the last two years. One year nine divisions paid all the renewal fees of members. I believe that the money paid by a member should be used for his benefit and I know of no use that it can be put to better than to put it into a good paper. If any one does not believe the *Bulletin* to be a good recruiting agent let him look at our depleted roll. Two or three divisions found it to their advantage last year to pay for a paper out of the division treasury. The rule proposes to give the same return to divisions for the renewals, but

To Divide on the New Members.

I believe the divisions can well afford to do this. It will be the best investment of money that they can make. It will give the League a good paper instead of a poor one. The can not afford not to contribute."

"Do you think the League can make a paper pay for itself?"

"Not the first year. Ultimately it will pay. The League can afford to drop $5,000 a year in order to give the members a good paper. No contractor can take the paper and afford to lose money. The League can afford to pay for a paper in this way. I believe the two periodicals should be consolidated. I believe we should publish some road matter in THE BULLETIN and that we should issue pamphlets after the style of Potter's 'Good Roads Library.' The farmer or the surveyor who wants hints, ideas etc., will then take one volume and find all the matter on a given subject between the two covers. He will not need to wade through ten or twenty magazines to find what he wants. I think Potter's 'Gospel of Good Roads' struck 12 o'clock as no other pamphlet has since. It is quite time that we put our BULLETIN on a permanent basis. If the divisions say we can not afford it and defeat the amendment we shall have a paper, but it will not be so good a one as it should be. If they will put some money into it we shall have a good paper and a large membership. The influential men of the Assembly are the hustlers in their own divisions. They look to the interests of their own divisions and their votes are often cast from that narrow standpoint. It may be true that their divisions have use for all the money that they can get, but they forget that a large proportion of the divisions have no use for money. I believe that the large divisions can afford the increased outlay, and I know that the small divisions will be glad to put the money into a good paper, I hope to see the members take a broad view of this question."

"Why not let each division run its own organ?"

"We don't want a multiplication of cycle papers. The trade would not support so many. We would have a few good papers and a lot of very poor ones."

"What do you think of the 'white' amendment?"

"I don't think it will pass. Last year the south had the laboring side to get a two-thirds vote. This year

The Other Side Must Get the Two-thirds.

It is very true that the south did not show a gain of 5,000 members. It is said that they promised to do this, but I don't remember that they ever made so extravagant a statement. The decrease of membership in the south is only about 2 per cent greater than that in the north. The majority of members want this subject let alone. I should have preferred to see this question a matter of local option, but the Assembly would not have this."

"What do you think of Luscomb's amendment to make the dues 90 cents and the subscription to the paper 10 cents?"

"I think very little of it. In the first place the government would not allow a subscription fee of 10 cents. It is nominal and the law forbids a nominal fee. The officials told us last year that 50 cents was the smallest sum that they would accept. We suggested a fee of 10 cents then and they scorned it. Moreover, we want the *Bulletin* to go to every member, and this we can not expect if we make the subscription optional. We have members who would refuse to pay even 10 cents for a paper if they could avoid it. This amendment would put the expense of the paper on to the divisions. The rules give us 50 cents. Under Mr. Luscomb's amendment the divisions would get 40 cents and we would get 60.

"There! I think I have talked quite enough and yet I have only just commenced. Come in and see me next week and I will talk some more."

Chicago's Asphalt Circuit.

As soon as work is completed for which contracts have already been let, a circuit of about nine miles, almost all of which will be on asphalt paved boulevards, will be open in Chicago. Douglas Boulevard, connecting Douglas and Garfield Parks, will be paved the coming spring. Beginning at Halsted Street, Jackson Boulevard extends three miles and a half due west, then crossing the southern part of Douglas Park, Douglas Boulevard will be reached, which will take the rider to the western line of Douglas Park; crossing this Twelfth Street and Ogden Avenue Boulevard is reached which, with the exception of the approaches to the viaduct, is paved to Ashland. Going north on Ashland to Union Park, the rider reaches Washington Boulevard on which he is brought down to Halsted Street.

With an asphalt paved boulevard leading to Humboldt Park, the West Park Board will have completed a work which will endear them to the heart of every rider. This latter boulevard, however, exists only on paper.

Chairman Raymond Loses His Pictures.

Last summer Howard E. Raymond spent a good deal of time and labor in collecting photographs of the prominent American racing men. When he came to Chicago he brought the collection with him, and during the recent cycle show the pictures adorned the walls of the Sterling Cycle Works booth. The Sunday morning following the show some miscreant stole the entire collection. Mr. Raymond feels very badly over his loss and requests all of the racing men to send him duplicate pictures to his address, 236 Carroll Avenue, Chicago.

George Hilsendegen, of Detroit, will soon have an eight-pound King of Scorchers, with twenty-two-inch wheels, made by the Centaur Cycle Co., of Coventry, England. The machine was built to the order of Master Eddie Hankel, an eight-year old Detroit boy.

ALL THE SWELLS WERE THERE.

Formal Opening of the Cycle Club of Brooklyn—Similar to the Michaux Club—Late New York News.

NEW YORK, Feb. 4.—The new cycle club of Brooklyn, much after the style of the Michaux Club of New York, was formally opened Saturday night in the Clermont Rink, Brooklyn. Like the Michaux Club, the Brooklyn organization is composed entirely of the swell society members of Brooklyn's "400." Its membership is limited to 300, and dues for three months are $25 for each family, or $15 individually. Some time during the month of May the club will be discontinued, it being deemed advisable by the management to suspend operations during the summer season.

It is generally conceded that Colonel Pope is back of this venture, and the fact that Columbia machines are used exclusively in the school, together with the personnel of the instructors, who are Pope people, makes the rumor seem worthy of belief.

During its varied career, the Clermont Rink has been the scene of many important events in all lines of athletics, but never before in its existence did it present so fashionable an appearance as at the ceremonies attendant upon the cycle club opening. The elite of Brooklyn were there and the costumes worn by the ladies were indeed magnificent in their richness and brilliancy. Music, fancy riding, refreshments, and practicing served to pass the evening's hours, and when it was over and the club fairly started on what must be a successful career, every one present, with no exception, voted it a "go."



W. S. Maltby performed during the evening in his celebrated "dude" act, closing his part of the fun by

A Ride on the Eiffel Tower Bicycle,

much to the astonishment of the spectators, a majority of whom had never before even been aware of that novel machine's existence. "Jack" Maltby, a brother of the professor, assisted in the festivities, also scoring quite a "hit" by his exhibition of trick and fancy work on the wheel. The Clermont Rink will be used entirely for the club members hereafter, or until the three months are up. It has been altered to meet all necessities and is really a comfortable place for its present occupants. Offices for the management have been arranged on the first or ground floor, a large locker room and baths for the male division of the members, connecting. The wheel room, fully stocked with machines, all of 1895 pattern, is located to the right of the entrance, also on the ground floor.

On the floor above are the ladies' apartments, consisting of parlor, retiring room, baths and toilet. Every Wednesday afternoon the Twenty-third Regiment band will render music for the riders between 3 and 6 o'clock. Saturday evening entertainments, similar to the one on opening night, will be given from 8 to 10:30 o'clock. A sufficient corps of instructors will be in attendance afternoons and evenings, when members may ride as much as they desire. R. C. Seyffert and W. L. Darmer are in charge with a number of assistants.

The executive committee of the club is made up as follows: Chairman, Andrew Peters; treasurer, W. E. O. Bebee; secretary and manager, W. A. Webster; captain, C. J. Post, Jr., and F. P. McCaull, Frank D. Tuttle, and Geo. F. Blandy.

Several prominent members of the city government graced the opening with their presence, and practically the entire high social element of Brooklyn was there to see the venture fairly under way.

In conversation with Howard E. Raymond recently, regarding the appointment of an official referee for the national circuit of 1895, the Racing Board chairman remarked: "That matter has as yet not assumed any tangible form. The League may have such officials, who would undoubtedly prove of huge service at the meets where the riders might otherwise

Suffer From the Incompetency of an Ignorant Referee,

but it can not as yet be said to have been decided upon. There may be one, or perhaps several, placed in different parts of the country. Then again it has not been determined whether the services of such an official will be included in the sanction for the holding of the meet, or optional on the part of the promoters."

"It has been said, Mr. Raymond, that no Class B man will be chosen for the position, even if the L. A. W. does decide to have one."

"As to that, I would prefer to remain silent; rest assured, however, that if such positions are created, none but a competent man or men will be placed in them."

The Metropolitan Association of Cycling Clubs has decided to hold its annual century run, some time in June. This event is generally conceded each year to be *the* century run of the season, especially in point of attendance, fully 1,000 riders being expected in line this year, should no unthought-of counter attraction present itself for that day.

The Long Island Wheelmen have been invited to attend the clubhouse of the Kings County Wheelmen this (Monday) evening, in a body. The "Fossils" as the Long Islands are known, have accepted the invitation and a warm

Entertainment of the Regular K. C. W. Order

has been prepared for them. Refreshments, music, recitations and a general sociable time will compose the programme.

Last Saturday morning, the board of governors of the Kings County Wheelmen closed the contract for the erection of their new clubhouse. It is to be located on Bedford Avenue at the corner of Dean Street, and the ground alone cost the club $10,000. The building to be erected upon this site is to cost $25,000 and will be up-to-date so far as modern conveniences and improvements are concerned. Bowling alleys will be placed in the basement, a billiard and pool-room on the second floor, cafe, baths, wheel-room, lockers, parlors, gymnasium, smoking rooms, bachelor apartments, and card rooms will be arranged throughout the building which, the contract reads, must be ready for occupancy by May 1. On that date the present home of the K. C. W. will be vacated and every day between then and the occupying of the new house will cost Contractor Ferguson, $10. The building will be 35 x 75 feet in dimensions with lawns, etc., in front.

The location is directly next door to the Union League Club, of Brooklyn, and the general neighborhood is the most fashionable in the city. The site compares favorably with Fifth Avenue and Fiftieth Street of this city, or Michigan Avenue and Twenty-eighth Street or thereabouts, in Chicago.

The bicycle agency of L. S. Lacey, of Grant, Neb., has been purchased by the Gray Hardware Co., a new concern which will go into the business on a very extensive scale.

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GEO. K. BARRETT, EDITOR.

HARTWELL A PROMISING CANDIDATE.

In our issue of last week we nominated Chas. E. Randall, of Chicago, for the second vice-presidency of the L. A. W. We did this because we do not believe that Mr. Billingsley is the proper man to represent the west on the Executive Committee. He was nominated by the Board of Officers of the Illinois Division, it is true, but we all know how such nominations are run through. One earnest man can railroad almost any measure through an indifferent board. The delegates from Illinois will, doubtless, feel bound to vote for Mr. Billingsley, but they are not enthusiastic for him, and the only man that is working for him is the vice consul, who lives at Springfield. Mr. Billingsley is not a popular man. He was hissed on the floor of the Assembly at its last meeting, and he has never made a favorable impression. If the west can do no better than this it will not be surprising if they get left out in the cold.

But now comes Denver with a candidate who appeals to our favor in the very strongest way. Those who went to the Denver meet well remember E. S. Hartwell. To him is largely due the grand success of the meet. He is able, earnest, enthusiastic; just the kind of a man to represent the west. He was for several years chief consul of Colorado and served his division well. The Denver boys are very popular and they will gather in all the proxies from the far west. The unpopularity of Mr. Billingsley will give them a great many eastern votes. It is true that Mr. Hartwell lives far from the center of membership and traveling expenses will be very large if he attends many meetings, but to our mind the Executive Committee has far too many meetings and we believe that the bulk of their work could be done by mail. It may be well to put a restaining influence against too many meetings and junkets of the committee. We cordially endorse the nomination of Mr. Hartwell and we hope he will have the united support of the west.

HOW TO BOOM LEAGUE MEMBERSHIP.

These are some of the darkest days experienced by the League since its organization. The membership is falling off rapidly, in spite of the efforts of the League workers, and the good old L. A. W. seems to be losing its grip. Why this is it would be hard to explain, for the League is doing as much good now as it has ever done. We were recently in receipt of a letter from George E. Blackham, one of the oldest members of the League, and that veteran has some very sensible suggestions as to how to stop the falling off in membership. The letter contains so many good ideas that we produce it herewith. Doctor Blackham says:

The question of how to stop the falling off in League membership, and to increase the membership, is now specially interesting a number of us who have for years had the best interests of the League at heart. As usual in human affairs, men equally interested and equally honest differ widely as to the best means of promoting the object that all have equally in view. To me the best way seems plain. First—Make it easy for *any* honest, respectable, person to become a member of the League. Second—Stop putting good men *out* of the League. Make forfeiture of membership to depend only upon the commission of some act, or acts, that would disqualify the committer for the fellowship of any body of respectable citizens. Third—After getting members into the League, treat all alike. Give no member a single privilege that you refuse to any other member. With these three principles strictly adhered to we ought, and I believe, would soon have a largely increased membership.

Now as to details. First—Make it easy for *any* honest, respectable person to join the League. Abolish the amateur restriction so far as mere membership in the League is concerned. This does not say anything about letting the various classes of riders race together. That is a mere administrative detail. Have as many classes of racing men as there are rings on a tiger's tail, an it please you, but don't let the class a man races in affect his League membership.

Second—Abolish the initiation fee. Give a year's membership for a year's dues and let the year begin on the first day of the month in which the membership ticket is issued.

Third—Abolish all League club privileges, or rather all special privileges to members of League clubs. If I am a member of a League club and can vote for one or more club representatives, as well as for the regular district representatives, I am getting an unjust advantage over the unattached League member. Now any apparent advantage gained by any swerving from exact and equal justice is, I am fully convinced, illusory and sure to prove a disadvantage in the long run, and even if the advantages thus gained were real and permanent, we, as honest men, ought not to be willing to accept them for ourselves or our organization on such terms.

To recapitulate, my remedy for the present state of affairs would be to 'About face!' Make it easy for *any* respectable person to get into the League, at *any* time of the year and without reference to whether he (or she) is a rider of the wheel or not, or whether he (or she) has lived up to a lot of purely conventional rules and regulations, which vary from time to time according to the taste and fancy of the Racing Board, or its chairman, and which many of the oldest members of the League are unable to expound to the novice who wishes to avoid the pitfalls they spread for him, because we have neither time nor patience to familiarize ourselves with their elaborate tom-foolery. With what heart can I go out and get recruits when my labor for a month can be neutralized in a minute by the chairman of the Racing Board cutting off from amateur standing and consequently from League membership. Ah, there's the rub!

Say! Let's stop this foolishness and come down to business; take any good fellow that will come and work with us; take him whenever we can get him; give him a year's membership from the time he joins us, for a year's dues, without charging him extra for being a new member; keep him as long as he behaves himself as an American citizen should, and don't let a committee have the power to kick him out, unheard for violating one or more clauses of a lot of arbitrary regulations, that take a lawyer to keep posted on, for they have not remained the same for any two successive seasons since the League was born, and which have nothing to do with the real objects of the League anyway.

"Pax vobiscum! ! !

Dr. Blackham's suggestions are timely and it would pay the League solons to take some heed of what the worthy doctor says.

ADVENTURES IN THE WEST.

Will W. Buckner, of Springfield, Mo., recently made a cycle trip through the west. His experiences were many and varied as can be seen by the following story of his trip:

"I came in contact with the soil at various places on my trip, and it made a lasting impression on my mind and sundry other extremities of my anatomy. It is a splendid soil for pneumatic purposes, and if you don't get mixed up with a cactus plant, or allow one of those every-day cyclones to mop the ground with you, you can very easily ride a hundred miles a day, sleep in a haystack at night, and pay $1.50 for your breakfast. Some sections of the country are very thickly settled—by the jack rabbit and the jackass. To the latter class, I believe, the majority of the inhabitants belong. From a buzzard's point of view, the greatest objection that can be made to the country, is the scarcity of good roosting timber. In like manner the cyclist might complain that it is too far between houses. Now, it is not a pleasant thing to be elbowed about or have one's toes trod upon, yet there is something about a crowd that has a fascination for me at times. I never go near a grave-yard after night without feeling this strange hankering after a multitude. But I felt its influence strongest one night out on the plains. It was thirty miles back to the last house and about forty on to the next. With a few hundred cactus punctures in each tire, I laid down in what appeared to be a ditch and pulled my bicycle over me for shelter. What pleasant dreams! With my right hand I fought off the mosquitoes all night and with my left I brandished a weed at the coyotes that came to see what a '94 wheel looked like.

"I hailed the light of morning with relief. But to my horror, it revealed the fact that I had been lying in a sunken roadside grave. The dirt had washed away in places and left a skeleton partly exposed to view. At the head of the grave was a little wooden slab of ancient appearance. It bore no date, but across the top I found a line of faded letters. With difficulty, but with intense interest I spelled out the words and learned that the name of the unfortunate man was—Keep off the grass.

"On my trip I rode considerably through the mountains, and walked a right smart too, of course. I visited many of the gold camps, and stayed a good while at Cripple Creek, that conglomerated 'rock heap of hollers, hills, and holes.' I never think of the place now without being tempted to steal something. It's the most awfulest place for stealin' you ever saw. Jones stole my shoes and I stole Jones' pick. Smith claimed the pick and stole Jones' bucket. Then Jones exchanged the shoes for the bucket and I traded Smith the pick for the shoes. It is a good illustration of what evil associates will bring a man to. The night before I left there a man stole a house. I think they caught the man, but I didn't hear whether they found the house on his person or not."

When springtime arrives, the cycle path, extending from Coney Island to Prospect Park, Brooklyn, will be patroled by three cycle-mounted police of the park force, who will not only regulate the speed of the wheelmen, but see to it that no equestrians or drivers use the path.

THE BEARINGS
The Cycling Authority of America

THE BALLAD OF RAZOO BILL

(AFTER AUSTIN DOBSON)

BY THE IDLER



Eighteen hundred and ninety-four—
Year you will hear of evermore.

Big wind tires and wooden rims,
Lightweight frames and other whims.

Zimmerman turns out a "pro."
Girls in bloomers all the go.

Lenz is lost near Teheran,
To find him friends do all they can.

Yankee shows give England points;
Trade unscrewed in all its joints.

Swell 400 mount the bike—
Did you ever see the like?

World in general inside out,
Czar of Russia drops his knout.

China knocked out by Japan.
Enter "fin de siecle" man.

Queer things all, but queerer still
The last train robber, Razoo Bill.

Out where Missouri's muddy stream
Ripples the fields with tawny gleam;

Where the whip-poor-will is never mute
And the frosty persimmon's the finest fruit,

The "Denver Special" sped on its way,
Just an hour ere the break of day.

And of all the men in its trusty crew
The messenger Smith was the truest blue.

Down on the pike beside a "fill"
Lay in wait the bandit Bill.

At a tree near by stood his hardy wheel
Built of the staunchest, stoutest steel;

Maker's warrant it would not fail
(At 24 it turned the scale).

Gear was 70—hard-wood rim—
The best was none too good for him.

On came the special through the night;
Passengers sleeping fast and tight,

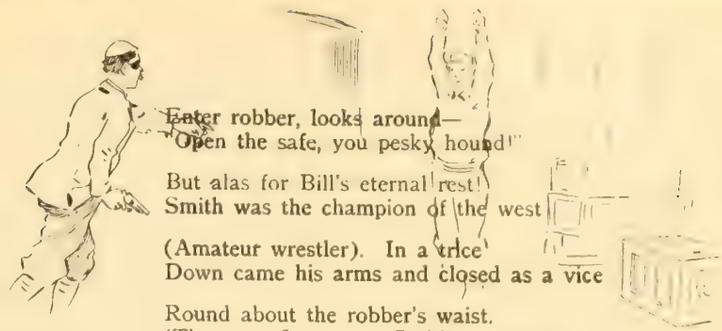
Bumpty-bump on the gleaming track;
Messenger snoring on his back.

Crash! went the air in the patent brake!
Messenger suddenly wide awake!

Three sharp shots heard on ahead,
Fireman and engineer both are dead.

Express car door blown open wide
And Smith sees the face of Bill outside.

"Throw up your hands!" and the messenger did
Exactly as he had been bid.



Enter robber, looks around—
"Open the safe, you pesky hound!"

But alas for Bill's eternal rest!
Smith was the champion of the west

(Amateur wrestler). In a trice
Down came his arms and closed as a vice

Round about the robber's waist.
(The guns flew up as Smith embraced).

About the throat of the robber bold
Crept Smith's arm in the "strangle" hold;

Giant bandit fain would kneel
In the little messenger's grip of steel.

Next he sinks upon the floor,
Sweating blood at every pore.

Train, meanwhile is standing still
A hundred yards beyond the "fill."

Passengers nearly dead from fright;
Crew, well scared, keeps out of sight.

Snort of engine in the front
Answered by Bill's convulsive grunt,

Who at last with final gasp
Yields to the messenger's awful grasp,

And is straightway tied to the heavy knob
Of the safe he lately sought to rob.

Sheriff's party soon arrive
Glad to capture Bill alive.

Search the woods near by for track
Of Bill's companions in the attack;

But the only trace of aught they see
Is the bandit's wheel beside the tree.

"Bang-up wheel," the sheriff said.
"Keep it m'self ef his nobs wuz dead.

I'll tell you boys it's mighty plain
He started alone to rob the train.

Nevah heard the like befoh,
An' I've lived since '60 about St. Joe."

So they bore Bill off to the county jail.
And now I'm near the end of the tale.

He was tried for murder—as you may guess,
The greater crime includes the less—

And was sentenced to hang in 30 days
To expiate his wicked ways.

Time wore on without mishap
And the sheriff stood with the big black cap,

And turned around to Bill and said:
"Chat ef you want, 'cause you're dam near dead."

"The only thing I want to say'
Said Bill as he looked the sheriff's way,

"Is that somehow or other I'd rather like
To know that Smith'll have my bike."

And here is the end of the history
As it was told by Smith, to me,

Whose word, no doubt, is just as true,
As any known to me or you.

And I beg to reiterate once more,
It happened in 1894.

Charles Hoy

OBJECT TO PAYING TOLL.

Wisconsin Division Officials Will Fight Several Big Corporations—Other Milwaukee News.

MILWAUKEE, WIS., Feb. 4.—Secretary Martin C. Rotier, of the Wisconsin Division, is looking up the law relating to charging wheelmen toll on private roads and will probably soon open up a fight on the toll-gate keepers in this state. It is only during the past few years that bicycle riders have been asked to pay a toll. This is not believed to be a just assessment, because bicycles do not damage roads in the least. A test case will probably be made in the local courts during the coming season.

The Whitefish Bay Co., which controls the road running from this city to Whitefish Bay, will probably be the first that the wheelmen will attack. This company first instituted the charge of tolls of riders about two years ago. Prior to that time the wheelmen were not molested. The road became a popular resort for wheelmen who ran out to the bay in large numbers every evening. The course is one of the finest in the state, being directly on lake shore. For a time all went well, but then the horsemen who speed their horses on the road registered their kick. They claimed that the cyclists were in their way and that they had no right to be on the road. A suggestion was made that a toll of 5 cents be charged the riders for the run of less than four miles and the company seeing that it was a good chance to enrich their coffers took up the suggestion. The rule that

Riders Must Pay The Regular Toll

has been in force since. Many riders have remonstrated but their complaints have been of no avail.

Recently an eastern judge decided that the bicycle was not to be classed with a vehicle as a wagon or buggy. It is on this decision that the local wheelmen propose to base their fight. They will hold that if the court decides that a bicycle is not a vehicle of the same class as a wagon that it cannot be taxed by the toll companies as one. A lawyer will probably be engaged to make a test case and if the fight on the Whitefish Bay Co. is successful at least twenty other companies controlling toll roads in the state will be affected. The riders here say they have no objection to paying a reasonable toll, but they feel that they are imposed upon when they are required to pay 5 cents for a run that is only 3½ miles in length.

There are about seventy-five wheelmen in Marinette who are each paying $1.40 a year taxes on their wheels. There are a number of kicks as a result, but most of them pay it without protest. The valuation of the wheel is placed at $50. This is the first instance in the state where wheels are assessed, although it is practiced in a number of cities in the country. When the tax was first imposed this year quite an uproar was made by the wheelmen. They were not positive if the city had a right to impose the assessment on the riders and referred the matter to the division officers for investigation. An attorney was engaged who has looked up the question and reported that it was a legal proceeding and that the best way for the wheelmen to do was to

Pay the Tax Without Grumbling.

Since then the riders are taking the matter with better grace.

A meeting of the executive committee of the Wisconsin League for good roads was held at the rooms of the Merchants' and Manufacturers' Association on last Thursday. There were present, President Thomas M. Blackstock, of Sheboygan; Secretary Otto Dorner, of Milwaukee; Treasurer John Johnston, of Milwaukee; third Vice-president A. Cressy Morrison, of Milwaukee; W. H. Rogers, of Madison; William E. Carter, of Platteville; and Mayor J. C. Koch, A. Richter, and A. K. Hamilton, of Milwaukee. At the conclusion of the meeting the following committee was appointed to see that proper legislation is had in what is obtained at the hands of the present legislature. W. H. Rogers, of Madison; August Richter, Jr., of Milwaukee; Gen. Lucius Fairchild, of Madison; Thomas M. Blackstock, of Sheboygan, and W. D. Hoard, of Fort Atkinson. The aim of the committee will be to combine all the good things in the bills that have been introduced in the interest of good roads into one bill and if possible have the bill made a law. President Blackstock addressed the meeting and again called attention to the necessity of interesting the farmer in the good roads movement. He favored the building of a good road from Milwaukee to the State Fair Park in this county, the cost to be divided among the county, the city and the Agricultural Society which owns the grounds where the fair is held. Another meeting will be held in about two weeks.

The scheme to annex the upper Michigan peninsula to the jurisdiction of the Wisconsin Division, may result in a conflict in the assembly meeting between Michigan and Wisconsin. Petitions are being signed by all wheelmen in the peninsula asking the assembly to

Place Them Under Wisconsin Jurisdiction,

and the officers of the Wisconsin Division will ask for the change at the assembly meeting. N. E. Linquist, of Marinette, who is working for the change, has succeeded in interesting the newspapers of the peninsula in the scheme, and this is not looked upon with favor by the Michigan Division officers, who will not surrender any of their territory without a contest.

A new bicycle song, "Let us Ride Together Dear," dedicated to the League of American Wheelmen, has just been published in this city. The words are by Mildred McNeal and the music by Hattie Thickens, both of Appleton. The air is very catchy.

At the request of the local correspondent of THE BEARINGS, Charles Knudson, the Milwaukeean who rode to the City of Mexico on his wheel, has furnished an interesting letter on cycling in Mexico. The letter is written under the date of January 25 and was received here several days ago. It is as follows:

"I am in receipt of your letter, asking me to write an article on Mexico. I have not much time at my disposal but will send you a few lines. I arrived here on January 18, making the trip on my wheel in just three months, including the many stops I made. I have covered a distance of 3,100 miles, and would not make that trip over again for a fortune. I did not stop for several weeks at New Orleans as has been reported, but remained there only one week. After leaving New Orleans my next stopping place was at Houston. From there I went to San Antonio where I spent two days visiting many of the historic parts of the city. The road to this city was very bad and I had to walk over half the way. From San Antonio I rode to Laredo and found the roads in a somewhat better condition. I had my mind half made up at San Antonio not to go on any further than Laredo as

It Would be a Dangerous Trip to Make Alone,

but when I got there I changed my mind, and determined that I would make the trip to Mexico if it took my life. In Laredo I stopped six days and met a great many friends, among whom was Parker H. Sercombe, formerly of Milwaukee, and he was very much surprised to see me. During my stay there I visited Consul General Donnelly who is from our city. He gave me a letter of recommendation to the public and also recommended me to the administrator who gave me a passport and papers, so that I would not be delayed on my trip. From Laredo I crossed the river and rode to Monterey where I stopped four days. San Luis Potosi, by way of Toluca, was next visited, and then I went on to Mexico City. I left Laredo on December 19 and traversed through the Republic in one month.

"I had a number of experiences while traveling through the country and had not been in the city here but a few days when I had my wheel stolen. I went into a book store to buy a note book and put my wheel in the door way, thinking that it was a safe place. I had not been in the store a minute when I noticed that my wheel was gone. I saw some Mexicans outside and from them I learned that the thief had gone up the street. I followed immediately and caught the thief in an alley three blocks away. He could not ride and was pushing the wheel along. I sent for an officer and had the fellow arrested, but I wished that I had not done so, because it later took up a good deal of my time and they also took my wheel and kept it in the station for three days. I would probably have had to chase to the courts for two or three weeks if it had not been for the papers I got at Laredo. The passport stated that I must not be hindered on my way and I told the judge that I had to leave the city as soon as possible. So he advanced my case immediately, the prisoner pleaded guilty and was sent up for several months.

"There is a Great Interest Taken in Cycling

here, and I should judge that there are from 300 to 500 riders in this city. There is one cycling club which has over 150 members. It is called the Cyclists' Union Club and it has very nice quarters. Mr. Jose A. Pastor is the president and Frederico Friguews is secretary. They are both interesting gentlemen, and did a good deal to entertain me while I was making my stay here. The club has prepared plans for a third of a mile track which it intends to build next fall. The race meets down here as a rule have been held in Puebla but the club boys of the City of Mexico want to get a track of their own, and will undoubtedly give some good meets when they get it. They estimate that it will cost between $8,000 and $10,000 to build a track such as they want. They will hold their usual road race here in April, and only club members can enter. The course is sixteen miles, the start being in this city to a small town called Tlanepantke and return by a different road.

"They have some very fast men here, such asSarre, Brauer, Castaneda, and Colombres, who all ride under 2:20. The club has club runs every Sunday to different suburbs, and some of the roads are very good. Last Sunday I had the pleasure of going with the boys, and we rode through half a dozen different towns. One of the interesting things on the run were two large trees which we stopped to see. They must be from eight to ten feet in diameter. There is one track here which was built under the direction of James Levy, the Chicago racing man, during his stay here. It is a good course, but is not in the best of condition just now. I also met T. J. Pomeroy, representing the Sterling wheels down here, and he has been running the race meets in the Republic. He will undoubtedly put the track in good condition for meetings that will be held here. I shall leave here the middle of next week, and will make a few stops on my way home, where I will probably arrive about the middle of next month."

Road Records Allowed.

The following road records have been allowed by the Century Road Club of America: L. C. Wahl, Baltimore to Washington, forty-three miles, 2:49, October 18, 1893. J. F. Gunther, 1,000 miles, 4:17:45, October 6-11, 1894, American record. C. M. Hendrickson, fifteen miles, 44:24, October 20, New York state record. W. A. Parker, five miles, 11:18⅕; ten miles, 24:16⅕; twenty miles, 50:08, November 29, American record. M. N. Keim, Jr., seventy-eight centuries during 1894, American individual century record for the calendar year. Milton Keim, 18,538 miles during 1894, Pennsylvania state record for individual mileage for calendar year. A. A. Hansen, 21,053 miles during 1894, American record for individual mileage for calendar year.

Waverley Bicycles Are Praised by Agents and Riders Alike.

Being so extremely popular and well-spoken-of by riders and experts, they are naturally popular with the dealer, as every merchant takes pleasure in selling an article that gives his customers universal satisfaction, thus making him new friends and extending his trade.

FROM THE AGENTS' STANDPOINT.

TACOMA, WASH., Jan. 28, 1895.
INDIANA BICYCLE CO., Indianapolis, Ind.
Gentlemen: The Waverley Scorcher came to hand this morning. It is an eye-opener. There has been nothing here that can compare with it in any respect. There have been about fifty of the riders, some dealers, and repair men in looking at it, and it has received nothing but the highest praise from all. I am so well satisfied that I shall handle no other high-grade bicycle the coming season.
I can handle Tacoma and vicinity. I have orders for three Waverleys, two high frames and one twenty-three-inch frame regularly fitted.
Please send me one handle-bar style "E" and oblige. Very respectfully,
(Signed) W. E. NEWTON.

ALMA, NEB., Jan. 28, 1895.
INDIANA BICYCLE CO., Indianapolis, Ind.
Gentlemen: We received the Waverley Scorcher this morning. We are very much pleased with it; it is a beauty. H lf the town has been in to see the wonderful Waverley.
We enclose order for one Waverley Scorcher and one more Waverley Belle.
Respectfully,
MOORE & MUDGETT.

WHAT RIDERS THINK.

MADISON, IND., Jan. 22, 1895.
INDIANA BICYCLE CO., Indianapolis, Ind.
Gentlemen: I feel myself indebted to you and grateful for the splendid condition of my Waverley racer. After a season's thorough test I am more than satisfied with my machine. I have ridden it hard over all kinds of country roads, and it came through without a scratch. It has not cost me one cent for repairs. I advise all intending purchasers to buy a Waverley if they want satisfaction. It is all you claim it to be and more.
Wishing you further success, I remain very truly yours, GEORGE W. FRANK.

LIMA, OHIO, Jan 28, 1895.
INDIANAPOLIS BICYCLE CO., Indianapolis, Ind.
Gentlemen: Allow me to congratulate you on your '95 model Waverley. It looks like the acme of perfection in a modern high grade bicycle, and I predict for it a season unparalleled in the history of its manufacture. Please send me catalogue as I shall be pleased to promote its sale among my friends and acquaintances, for I feel deeply indebted for your kind and generous treatment during the seasons of 1893 and 1894. Hoping I may see my favorite steed take a prominent lead this season and that it will meet with the same enviable demand as has been its record in the past, I remain Yours for '95,
MORGAN L. WILLIAMS.

INDIANAPOLIS, IND., Jan. 17, 1895.
THE INDIANA BICYCLE CO., Indianapolis, Ind.
Gentlemen: It gives me great pleasure to speak favorably of the Waverley bicycle. Having ridden your twenty-three pound '94 model through the entire season under severe, hard road work, and coming out at the end without a single repair, I can not allow this record to pass unnoticed. In looking over your '95 patterns, I can find improvements which will, no doubt, make this wheel more popular than ever. It is certainly all you claim for it, and there is surely no good reason why success should not crown your efforts for the coming year. Predicting that the Waverley will surely be the "Leader" for '95, I remain yours very truly, LIGE B. FOX.

Goods Well Bought Are Half Sold.

The Waverley is MORE than half sold. It is the most popular high-grade bicycle in the world today. Stop and think. Do you hear any other make so frequently quoted?

The Secret? Honest Value.

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BRANCH HOUSES:

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SAN ANTONIO, TEXAS.
DENVER, COLO.

Indianapolis, Ind., U. S. A.

MENTION THE BEARINGS.

WILL DABBLE IN POLITICS.

Cleveland Wheelmen will Show Their Strength at the Polls this Spring—Gimm After His Lost Record.

CLEVELAND, OHIO, Feb. 4.—A movement has been inaugurated by the C. W. C. to take a hand in the spring elections. The wheelmen are much dissatisfied with the treatment received at the hands of the present administration, which does not correspond, they claim, to the encouragement given to clubs and individual wheelmen in other cities. They feel that they are more entitled to consideration because their interests seldom clash with those of any other sport or business, and there is nothing asked that is contrary to the city's policy. No fault is found with existing ordinances, provided they are given a fair interpretation, and as liberal as that given to gambling houses, street beggars, etc. One instance that has brought on this move is as follows: Two well-known wheelmen were delayed at the Newburgh track one day last fall, and dusk overtook them on their way home. Both rode racing wheels, and were not provided with lanterns. They were promptly placed under arrest, and were compelled to stay all night at a police station, because they did not succeed in reaching any of their friends by telephone.

These Annoyances Have Aroused the Wheelmen,

and they have decided to rally together next spring to the support of candidates who show them a friendly feeling. No independent ticket is thought of, but the work will be done in party caucuses and elsewhere. This will be done irrespective of party lines. It is said that the support of the wheelmen has already been asked in a general way by Walter I. Thompson, candidate for mayor on the Republican ticket, and by Sidney C. Vessy, a candidate for police prosecutor. The latter locality is where the wheelmen will concentrate their labor. The plan as outlined is as follows: Small memorandum books will be issued by candidates, on the fly leaves of which they express their attitude toward the wheelmen. The signature means a pledge to the candidate, and when the books are returned to him he uses the names, sending out notices to the signers just before the ward caucuses, and asking each to work actively for the candidate. There are some 500 wheelmen already enrolled with the various clubs. These can easily be reached and they in turn can reach the 10,000 or more active riders in the city. The support of every one of these can be counted upon and the outlook is that the cycle will be

An Important Factor in Next Spring's Elections.

An open meeting for wheelmen will be called in the near future to formulate plans.

At the next meeting of the C. W. C. some action will be taken regarding the building of a new cycle track for Cleveland. The promise of H. A. Lozier to subscribe $500 toward this enterprise will probably be used as a starter and subscription lists started.

Louis Gimm is in active training at the Y. M. C. A. "gym," and will try to regain the 24-hour record as soon as the weather permits.

Considerable paving is to be done in this city the coming year. The town is away behind other cities of her class in this respect, and it is proposed to remedy the defect at the earliest opportunity. Cleveland contains over 2,000 streets, with a total length of over 600 miles, and only about 115 miles are paved. Something like sixteen miles will be laid this year at an estimated cost of $824,681. As contractors are bidding very low, the actual cost will probably be much less. The majority of the down-town paving will be done with dressed Medina stone, while the outlying streets will get fire brick.

The Absence of Asphalt Contracts

is marked, there being only one piece, and it less than one-eighth of a mile in length. Evidently Cleveland taxpayers do not favor asphalt, or else there is nothing in it for our city fathers.

The Lakeside Club is rapidly going to the front in the indoor baseball league, vanquishing everything that comes its way. The C. W. C. nine has decided not to play; indifference on the players' parts necessitating such a move.

The greatest mileage record for the year for a C. W. C. member was made by Tom Booth. He covered 6,500 miles.

JOHNSON ON CLASS B ABUSES.

SYRACUSE, N. Y., Feb. 4.—Verily, verily, Syracuse has become a great athletic center and the inhabitants are taking their chairs from off the porches each night upon retiring. Fitzsimmons, the pugilist, is in trouble here, John S. Johnson draws a salary here, and likewise Tomec, while Michael F. Dirnberger meets Johnny Bowe here, and the various sluggers, bicycle riders and athletes who have any business within 100 miles of here are on the stamping ground on every available occasion.

The time has passed when the people gaze after "Yonny" with awe and admiration, nor do they crowd the hotel corriders whenever a star "pug" visits the city, but nevertheless the interest in wheeling is just as brisk as ever as can be noticed by the number of wheels being ridden in Syracuse with a foot of snow on the ground. Old Colonel Teall glanced over his spectacles at the sight of three youthful cyclers whirling madly down the street with the thermometer at zero and ejaculated: "Of all the gol-durn fools in Christendom, they are the worst. Ugh! And the thermometer still falling." But the boys seem to find the exercise exhilarating and say, when questioned as to the foolhardiness of the experiment: "We can not get into shape any too soon." The three most enterprising youngsters in this respect are Charles S. Hyde, Harold Stone and Harry Link, all from the Highland Athletic Club, a new organization in Syracuse which is bound to cut a wide swath before the season is over.

But returning to Johnson; that individual was in Syracuse last week with his trainer, T. W. The enterprising Eck has been retained to handle the Stearns stable again for another season, and therefore "Me and Johnny" are rejoicing. Johnson was seen by a BEARINGS correspondent while in the city, and shown the interview with Dirnberger, which the "Cycling Authority of America" published the week before. "I coincide with Dirnberger's views to the letter," said Johnson, "and would emphasize that portion of his remarks relating to the projectors of race meets. If you could have followed the circuit last summer and seen the abuse showered on Class B men, in many instances profound pity would have pervaded your soul. Some of these cycling clubs want the earth. They think every mile ought to be ridden under 2 minutes, and if you don't do it you are set down as a good-for-nothing Class B rider. At the same time you will notice that no pacemaker is put in the race, which generally falls to some rider who has had the benefit of the pacemaking, and slides home fresh from the quarter. Then the prizes that some of the tournaments advertise! We travel for many miles to race at a meet, and the $150 diamonds (they advertise them at that) are in many instances found to be worth no more than the Class A limit allows. That makes me sick. It is not the cycle clubs which want legislation in the L. A. W. It is the Class B contingent, and they want it badly. We are not egotistic by any means, but only demand fair treatment, and if it is given us the public will not be dissatisfied with the riding of the makers' amateurs."

Johnson has struck the keynote of the situation. The writer has occasion to know that at the Labor Day tournament of the Syracuse Athletic Association, when there was a pacemaker in the race all went well, but if this was neglected the miles were ridden in slow time, and the audience became disgusted. Race meet projectors have yet to learn that the success of their tournaments can not be fully assured until pacemakers are made a part of every programme.

The local delegate to the National Assembly will work vigorously in behalf of a section of the constitution to be amended, which provides equal rights for the colored wheelman. He believes that there should be no discrimination in this respect, and holds that the negro is privileged in many respects in the east, and will try and secure the co-operation of the western delegates to work against the south in behalf of the son of Ham.

WILL FIGHT FOR BASSETT.

EDITOR THE BEARINGS: I notice with considerable pleasure that you have taken up the cudgel for Secretary Bassett and against President Luscomb. If there ever was a man who earned his salary, in my opinion that man is Abbot Bassett, and as a member of the National Assembly I am going to vigorously oppose any movement tending to make a reduction in his salary. Search the country over and you might look in vain for one better qualified to fill this important office than is Bassett. Without Bassett the L. A. W. would be as a ship without a rudder; in fact, it is my humble opinion, that were all the other League officials as thoroughly capable as is Mr. Bassett the affairs of our organization would be in a less deplorable condition than they are.

I was in attendance at the last meeting of the National Assembly held in Louisville, and voted for Mr. Luscomb. To be candid, I preferred a western man for president, and, but for the stand taken by Sheridan on the "color line" amendment, would have supported him. It is against my principles to support any man who favors admission of the negro to the League. Although born and raised in Pennsylvania and a strong Republican in politics, a residence of fifteen years in Texas has given me such an insight as to the true character of the "colored brother" that under no circumstances am I willing he shall be identified with any organization of which I am a member. And now they are agitating the repeal of this amendment at the next Assembly. Well, if a handful of colored men, in the main uncouth, ignorant, and presumptuous, are preferable to several hundred intelligent white men as members, then let them go ahead and eliminate that word "white" from the constitution, and I will guarantee you that League members in the south will drop off as do the leaves from the trees in the decline of the year. True, we did not increase our membership from this section as largely as we had promised or expected to do, but for that matter, with very few exceptions, neither did other divisions, north, east, or west. Stringency of money had more to do with this than anything else, I think.

But excuse me, I did not intend at the outset to go into such a lengthy dissertation on this "color line" subject, only I always get "hot under the collar" when it is agitated, and when I get started arguing I hardly know when to stop.

I do not expect to attend the meeting of the National Assembly next month in New York, our division say they can not afford to send me, but I shall instruct my proxy to vote "first, last, and all the time" against striking out the word "white," in favor of Willison for president, and Boston for the meet.

Yours very truly,

SHERMAN, TEXAS, Feb. 1. E. W. HOPE, *Chief Consul.*

Charles Conti, editor of the *Gazetta Ciclista*, of Florence, Italy, was a visitor at the New York show.

157 RECORDS, all on PALMERS!

Class B—Paced, Standing.

No.	Miles.	Time.	Name.	Place.	Date.
1	6	13:46	F. J. Titus,	Springfield,	Sept. 13, 1894
2	7	15:57	"	"	"
3	8	18:15 3/5	"	"	"
4	9	20:27 2/5	"	"	"
5	10	22:45	"	"	"
6	11	24:59	"	"	"
7	12	27:18	"	"	"
8	13	29:33 1/5	"	"	"
9	14	31:50 4/5	"	"	"
10	15	34:10 3/5	"	"	"
11	16	36:19	"	"	"
12	17	38:31	"	"	"
13	18	40:43 2/5	"	"	"
14	19	42:56 2/5	"	"	"
15	20	45:08 3/5	"	"	"
16	21	47:21	"	"	"
17	22	49:26 3/5	"	"	"
18	23	51:38	"	"	"
19	24	53:54	"	"	"
20	25	56:04	"	"	"
21	26	58:15	"	"	"

Class B—Unpaced, Flying.

No.	Miles.	Time.	Name.	Place.	Date.
22	1-4	:25	Cabanne,	Decatur,	Oct. 28, 1894
23	2-3	1:24	Sanger,	Waltham,	July 17, 1894
24	1	2:07 1/5	Sanger,	Springfield,	Sept. 12, 1894

Class B—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
25	1-4	:28 3/5	Brown,	Decatur,	Oct. 13, 1894
26	1	2:08 1/5	Sanger (Hand),	Springfield, Sept.,	1893
27	4	9:47 1/5	Titus,	Lafayette, July 30,	1894
28	5	12:19 1/5	"	Denver, Aug. 17,	1894
29	6	15:31 1/5	"	Cleveland, July 21,	1894
30	7	18:02	"	"	"
31	9	23:10 3/5	"	"	"
32	10	25:45	Sanger,	"	"

Class B—Tandem, Unpaced. Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
33	1-4	:24 1/5	Rigby & Johnson.	Decatur,	Oct. 31, 1894
34	1-3	:32 4/5	Bernhardt & Goetz,	Decatur,	Oct 26, 1894
35	2-3	1:15 4/5	Titus & Cabanne,	Denver,	Aug. 17, 1894
36	3-4	1:36	"	"	"
37	1	1:56 4/5	"	"	"

Class B—Tandem, Paced. Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
38	1-4	:23	Rigby & Johnson,	Decatur,	Oct. 28, 1894
39	1-3	:31 3/5	Bernhardt & Goetz,	Decatur,	Oct. 30, 1894
40	2-3	1:12	Callahan brothers,	Waltham,	Sept. 21, 1894
41	1	1:52 4/5	Titus & Cabanne,	Minn'p'lis	Aug. 10, 1894

Class A—Paced, Standing.

No.	Miles.	Time.	Name.	Place.	Date.
42	1-2	:59	Porter,	Waltham,	Oct. 20, 1894
43	2-3	1:18 2/5	"	"	Nov. 2, 1894
44	3-4	1:28 3/5	"	"	"
45	1	1:58 1/5	"	"	"
46	6	13:43	Meintjes,	Springfield,	Sept. 14, 1893
47	7	16:05 4/5	"	"	"
48	8	18:26 1/5	"	"	"
49	9	20:46 3/5	"	"	"
50	10	23:04 3/5	"	"	"
51	11	25:26	"	"	"
52	12	27:43 2/5	"	"	"
53	13	30:03 1/5	"	"	"
54	14	32:19	"	"	"
55	15	34:37	"	"	"
56	16	36:54	"	"	"
57	17	39:11	"	"	"
58	18	41:31 1/5	"	"	"
59	19	43:50 1/5	"	"	"
60	20	46:07	"	"	"
61	21	48:27	"	"	"
62	22	50:46 2/5	"	"	"
63	23	53:04 1/5	"	"	"
64	24	55:22 1/5	"	"	"
65	25	57:40 3/5	"	"	"
66	26	59:52 1/5	"	"	"

Class A—Flying Start, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
67	1-4	:25 1/5	Porter,	Waltham	Nov. 2, 1894
68	1-3	:34 4/5	"	"	"
69	1-2	:53	"	"	"
70	2-3	1:15	"	"	Oct. 20, 1894
71	3-4	1:24	"	"	"
72	1	1:52 3/5	"	"	"

Class A—Unpaced Records, Standing Start.

No.	Miles.	Time.	Name.	Place.	Date.
73	1-2	1:03 2/5	Jenny,	Oneonto,	Aug. 8, 1894
74	1	2:16 4/5	L. A. Callahan,	Denver,	Aug. 18, 1894

Class A—Unpaced Records, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
75	2	4:55 1/5	Porter,	Waltham	Sept. 27, 1894
76	3	7:28 2/5	Senn,	Utica,	Oct. 19, 1894
77	4	10:04	Senn,	Utica,	Oct. 20, 1894
78	5	11:26	Coffin,	Newark,	Nov. 5, 1894
79	0	25:26	Senn,	Utica,	Oct. 23, 1894
80	25	1:05:30	Senn,	Utica,	Oct. 23, 1894

THE FABRIC IS THE TIRE
IN 1894 TWICE AS MANY PRIZES WERE WON ON PALMER TIRES AS ON ALL OTHER MAKES COMBINED
THE SAME IN ROAD AND RACING

131 OF THESE ARE WORLD'S RECORDS!

We do not split distances above the mile, as these are not recognized by the L. A. W.

Prizes offered at sanctioned meets, 1894, Class "A" and "B" — 1673
Prizes WON ON PALMERS — 1135
Prizes to be divided among all other makes of tires — 538

7 Fastest Miles made in 1894

Sanger (unpaced track) 2:07 1-5
Leonert (cycle), paced 1:35
Leonert (cycle), unpaced 1:52 3-5
Sanger (cycle), h'ndic'p race (comp.) 2:08 1-5
Cordang and Bailleux (tandem) 1:32
Robert J. (horse), pacer 2:01 1-2
Alex (horse), trotter 2:03 3-4

PALMER PNEUMATIC TIRE CO.,
CHICAGO.

Class A Records—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
81	1-4	:27 1/4	Howie,	Janesville,	Oct. 10, 1894
82	1-4	:29 2/5	Beuschoten,	Poughkeepsie,	Aug. 15, 1894
83	1-3	:44 2/5	Porter,	Waltham,	Oct. 22, 1894
84	1-2	1:03 1/5	Jenny,	Oneonto,	June 8, 1894
85	2-3	1:25 2/5	Porter,	Waltham,	Oct. 22, 1894
86	3-4	1:37	Porter,	Waltham,	Oct. 22, 1894
87	4	9:51 3/5	Scott,	Asbury Park,	Aug. 31, 1893
88	5	12:11	Scott,	Asbury Park,	Aug. 31, 1893
89	6	15:15 4/5	J. Linneman,	Chicago,	Aug. 12, 1893
90	7	17:43 3/5	J. Linneman,	Chicago,	Aug. 12, 1893
91	7	16:50 2/5	Meintjes,	London,	July 8, 1893
92	8	19:23 4/5	Meintjes.	London,	July 8, 1893
93	8	20:24 4/5	J. Linneman,	Chicago,	Aug. 12, 1893
94	9	21:53 1/5	Meintjes,	London,	July 8, 1893
95	9	22:52 4/5	Meintjes,	Chicago,	Aug. 12, 1893
96	10	24:14 2/5	Meintjes,	London,	July 8, 1893
97	10	25:32	J. Linneman,	Chicago,	Aug. 12, 1894
98	11	27:55	Meintjes,	Chicago,	Aug. 12, 1894
99	12	30:29	"	"	"
100	13	32:57	"	"	"
101	14	35:41 2/5	"	"	"
102	15	38:05 4/5	"	"	"
103	16	40:39 1/5	"	"	"
104	17	43:10 3/5	"	"	"
105	18	45:53 3/5	"	"	"
106	19	48:31 2/5	"	"	"
107	20	51:18 2/5	"	"	"
108	21	53:58	"	"	"
109	22	56:39 4/5	"	"	"
110	23	59:18 2/5	"	"	"
111	24	1:01:59 2/5	"	"	"
112	25	1:04:39 3/5	"	"	"
113	30	1:17:59 1/5	"	"	"
114	35	1:31:02 1/5	"	"	"
115	40	1:44:11 4/5	"	"	"
116	45	1:57:33 2/5	"	"	"
117	50	2:11:06 4/5	"	"	"
118	55	2:24:59 2/5	"	"	"
119	60	2:39:47	"	"	"
120	100 kil	2:46:12 3/5	"	"	"

Class A—Tandem, Paced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
121	1-4	:25 4/5	Haggerty & Williams,	Wthm,	Nov. 2, 1894
122	1-3	:34 2/5	"	"	"
123	1-2	:53 1/5	"	"	"
124	2-3	1:13 3/5	"	"	Oct. 27, 1894
125	3-4		"	"	"
126	1	1:52 3/5	"	"	"

Paced, Straightaway Road Records, Single Team.

No.	Miles.	Time.	Name.	Place.	Date.
127	1-2	:46 2/5	W. H. Penseyres,	Buffalo,	Nov. 9, 1894
128	1	1:35	E. F. Leonert,	Buffalo,	Dec. 13, 1894
129	1*	1:32	Cordang & Bailleux,	Holland,	Dec. 2, 1894

*Tandem.

Unpaced, Straightaway Road Record.

No.	Miles.	Time.	Name.	Place.	Date.
130	1	1:52 3/5	E. F. Leonert,	Buffalo,	Dec. 13, 1894

American Hour Records.

No.	Hours.	M. Yds.	Name.	Place.	Date.
131	1	26 1489	Titus,	Springfield,	Sept. 13, 1894
132	2	45 1530	Meintjes,	Chicago,	Aug. 13, 1893

Competition Flying.

No.	Miles.	Time.	Name.	Place.	Date.
133	1-4	:26 3/5	Sanger,	Denver,	Aug. 18, 1894.

Tandem, Standing, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
134	1-4	:26 2/5	Banker brothers,	Hartford,	Nov. 7, 1893

National Road Records.

No.	Miles.	Time.	Name.	Place.	Date.
135	5	12:55	Monte Scott,	New Jersey,	Oct. 12, 1894
136	10	26:07 2/5	"	"	"
137	15	39:30 2/5	"	"	"
138	20	52:51	"	"	"
139	25	1:05:21 4/5	"	"	"
140	50	2:30:40	A. E. Weinig,	Buffalo,	Sept. 15, 1894

The English do not recognize any distance less than fifty miles, and their records stand as follows:

No.	Miles.	Time.	Name.
141	50	2:07:15	A. A. Chase
142	100	4:39:28	A. A. Chase
143	212½	12:00:00	A. A. Chase
144	376	24:00:00	C. C. Fontain

Indoor Records.

No.	Miles.	Time.	Name.	Place.	Date.
145	1-2	1:05 1/5	Barbeau, "A,"	Philadelphia,	A. T.
146	1-2	1:07	"	"	Comp.
147	1	2:14 2/5	"	"	A. T.
148	1	2:20	Nat Butler, "B,"	New York,	Comp.
149	3	7:28	Roome, "A,"	Philadelphia,	"
150	3	7:28 1/5	McDuffie, "B,"	New York,	"
151	4	10:08 1/5	"	"	"
152	4		Roome, "A,"	Philadelphia,	"
153	5	12:39 1/5	McDuffie, "B,"	New York	
154	5	12:17 2/5	Roome, "A,"	Philadelphia	
155	25	1:08:31	Martin, "P."	New York,	"

Horse Records.

156	Robert J. pacer	2:01½
157	Alex, trotter	2:03¾



THE CROSS OF SAN MIGUEL

BY PRESIDENT BATES



The mission and ranche of San Miguel (St. Michael) lay in a remote fertile hollow among the mountains. It was a mere cluster of huts surrounding a great adobe hacienda (farmhouse) and the rough stone chapel of San Miguel, vineyards, orchards; outside all verdant pasture lands, fenced by huge mountain walls, sprinkled with cattle, sheep, and Mexican mustangs. Over it was an atmosphere of shimmering heat, with pure and bracing morning and evening breezes from the mountain tops. The settlement was ancient, hardly large enough to be called a pueblo (village), and so remote and disconnected with the world that its people retained their primitive simplicity. A hundred years had seen no change. Republic succeeded kingdom, empire succeeded republic, and republic, empire; and the lazy basin lay undisturbed and scarcely knowing that great events had occurred, except as faint conjecture and uncertain reports drifted into the valley at yearly intervals, when the vicar of the huge diocese with an attendant priest or acolyte deigned to visit the mission, crossing the Sierras on mules.

But now for some time it had been reported that the worst band of brigands in the state had entered the Sierras and lay hidden in the mountains not three days' journey from San Miguel. Fray Prado, the fat priest of the chapel, was badly frightened, and his terror was shared by the whole population of mixed Mexican and Indian blood. This fear was enhanced by the rumor that the brigands were mostly deserters from the Mexican army, disciplined men of war, led by a captain of merciless cruelty. These bandits held nothing sacred, and the chapel of San Miguel must seem to them a rich prize. Beside the great silver cross over its altar, weighing twenty pounds of pure metal, and its two silver chalices and candelabra, Fray Prado had been for forty years collecting all the spare cash that came into the valley for the holy purpose of raising the chapel tower and providing it with a new bell, procuring a painting of San Miguel for its altar, and, perhaps, a stained glass window. All this treasure, everybody knew, was kept in an iron casket under the altar. Its sum was perhaps exaggerated by report—(if so, the fame of Fray Prado as a successful collector was increased so that he did not contradict the report)—it was even alleged to amount to the almost incredible sum of over 1,000 Mexican dollars! Those who had seen it said that there was a great gourd full of silver coins of all sorts beside at least a score of gold pieces. Certainly sooner or later this must bring the brigands.

The whole population being thus nervous, there was a clamorous sensation one lazy afternoon (when all afternoons were lazy), caused by the sudden appearance on the trail from the north of an Americano riding a tall and strong American horse, and followed by six armed and formidable Californians. The people might have gone frantic had not a herdsman ran in advance and informed the good padre that their errand was peaceful. Still, to the people of San Miguel, there was something menacing in the invasion. The athletic stranger rode at the head of his little force, carrying a repeating rifle carelessly across his saddle bow, and showing a pair of revolvers in his belt. A few paces in front of him stalked two huge Royal Dane mastiffs such as San Miguel had never before seen. Before these vast and grim invaders the ring of village curs shrank away with slunk tails and apprehensive yapping, and everybody hastened to give them the entire road. Next behind the American leader rode a young woman upon a beautiful California mare. She was attended by an Irish man servant, mounted upon a strong mule. After these came the escort, strong and resolute looking men, every one formidably armed.

A little procession of less than a dozen nuns attached to the chapel, led by a small, fat half-breed Indian acolyte, bearing a carved wooden cross, had halted in the road at the alarm of the approaching cavalcade. As the two huge dogs steadily bore down upon this procession a great fluttering ran through the column of sisters. The little acolyte strode forward hesitatingly, and thrust out the cross at arms' length towards the dogs, as if to repel their advance. One of the great dogs seemed to consider this a challenge to either fight or play made by a boy with a stick. He plunged forward and barked. At that deep and awful roar, the like of which had never been heard in San Miguel, the sisters scuttled, shrieking, to the nearest walls for shelter, and the little acolyte fled in mortal terror, holding the cross outstretched behind him as a guard for his rear. The great dog was too tired to play, beside his master sternly checked him, taking off his broad felt hat, and bowing low to the sisters, but with an amused smile, while the young woman and all the men of the party laughed loudly.

This incident irritated the people.

"These heretic Gringos ride into San Miguel with an air of conquistadores," said Pepe that evening to the crowd that gathered to discuss the great event. "Didst ever see a mien that seemed to say more openly, 'I am master'? or a hand that looked more ready to make good the boast? Truly they are a terrible people."

"They reverence naught but themselves," said Juan. "Did you note how they laughed at the holy cross?"

"*Quien sabe*, perhaps the laugh was for our fat pig of a monk. Truly he ran well. I would myself laugh but for the scandal."

"I know not the temper of their souls," said Lopez, "but the senor looked as one who would buy and sell San Miguel, even our holy chapel, if he thought it worth while."

"They may not be leagued with the devil—Fray Prado says they are not, though they are heretics," said Sancho, of the hacienda; "yet what think you the senorita carried hidden in the hamper of her servant's mule? By all the saints, a cat; a great, striped cat, such as San Miguel never before saw the like, as huge of his kind as the senor's great war dogs. I myself saw it."

Various expressions of surprise greeted this. Sancho waved a hand for silence, as one having more to reveal.

"That's not all; 'tis the least. 'Tis a fierce and strange beast; and upon its breast is a white cross—the very image of the great silver cross of San Miguel! Moreover, the senorita calls him by the name of Miguel; also her Irish servant is named Miguel (Michael). He is of the Holy Catholic faith like ourselves, after his foreign fashion, as our good padre soon discovered."

"Ek-ke-e!" cackled Ximene, the ancient crone of the hacienda: "But what think you was in the great thin hamper, covered with cloth, that hung all along the flank of the senorita's baggage mule? Ya-ha, you'd never sabe! 'Twas a great spider web of steel and silver—aye, two webs in a fantastic frame. Satan knows what 'tis. I saw it unpacked. She has not played upon it yet; but when she does, who knows what devil's music it may make."

"Music? Ho-ho-ho!" laughed Juanita, the fat little maid. "Why, 'tis a carriage to ride upon—the senorita asked her big servant, Miguel, if the trails were good enough for her to ride it about the ranche in the morning. Holy mother knows how any one save a witch can ride such a thing! Yet truly I saw upon it a little saddle—it could be naught else—of leather and silver springs."

This tale excited intense curiosity. Every inhabitant of the place resolved to rise betimes in the morning, the first time, perhaps, in fifty years, to behold the marvel; if the strange senorita should ride upon her witch chariot—that is, if it was a vehicle, and not some strange form of musical instrument. All these marvels made a prodigious sensation. San Miguel had scores of dogs; every child owned its cur and every family owned one or two extra. They were mostly small and worthless; only a few helped the herders tend their cattle and sheep. Even Fray Prado kept an ugly little hairless Mexican pug. But the dogs of San Miguel had one virtue—they never killed sheep—nor anything else except cats. There were cats in San Miguel, little yellow and white vagrants, worried by dogs, and stoned by children. Nobody respected a cat. The idea of a senorita making a pet of a cat, and taking it with her when she traveled struck the San Miguel intellect as an heretical absurdity, maybe a wickedness.

The American senor left the place at daylight with all his men. But he left behind at the hacienda, his daughter, her servant Miguel (Mike), the two great dogs and the huge cat Miguel, and the strange machine, to stay until his return. Somewhere beyond the mountains was a great estate that he owned, having had a Mexican heiress for wife. He was gone to see after it.

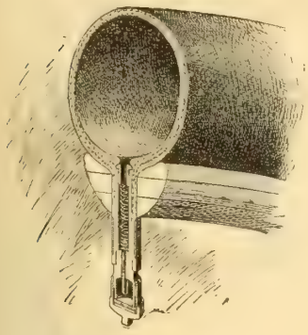
When, after the early mass, the senorita appeared in the street rolling her shining black and nickel wheel easily by one handle, with her two great dogs leaping about her in uncouth gambols, all the people were out to see her. Truly it was a marvel, even to the strange dress of the senorita, such as had never been dreamed of by any of the valley. Her apparel seemed to them of wonderfully rich material and workmanship. Upon her head she wore a jaunty hat, with a long ostrich plume that danced deliriously with every motion. In a broad silver belt about her waist hung a pearl-handled revolver. Even her hands were clothed strangely—the people had never before seen gloves.

When she quietly and quickly mounted and rode, a great sigh of surprise ran through the place. By what heretic miracle the mysterious machine kept its balance! Moreover it ran—how it ran! Manuello, the herdsman, mounted upon his mustang, stretched the good horse at a gallop far out on the plain and back, returning blown; yet she, without seeming effort and fresh as when she started, but with cheeks blooming and eyes sparkling from the exercise, kept the great pace, her feather streaming on the soft breeze, and her two dogs racing with her with lolling tongues dripping foam. It seemed unholy that a machine so seeming frail could carry her weight; could run balanced and with such speed; could wheel and curve so

COLUMBIA VALVE FOR 1895.

Description of One of the Points Which Will Make a Columbia or a Hartford Your Choice This Year.

One of the features of the Columbia bicycle for 1895 everywhere winning approval is the improved valve used in the tires. Taken in connection with the speedy and easily repaired Single-tube tires that are so noteworthy a feature of the famous Columbia, or with the special Dunlop tires with which Columbias are equipped, riders are congratulating themselves on being able at last to secure the greatest benefit of the pneumatic tire with a minimum of bother and discomfort. This desirable combination of valve and tire is furnished with all Columbias, and is one of the many points that serve to maintain the proud leadership of the Columbia. The valve is also used with all tires fitted to the popular and lower-priced Hartford bicycles that Columbia agents sell this year.



As will be seen by examining the above illustration, the valve is of extremely small diameter, and thus the strength of the rim at the valve hole is scarcely affected.

The mechanism of the valve is exceedingly simple. The plunger, or piston, is fitted with a small collar, in which is partly sunk the rubber washer. This collar prevents the washer from flattening out and crowding the chamber, and so tends to preserve its elasticity. The valve-seat is not flat, but raised in the center, so that the air pressure causes the washer in the collar to bear firmly upon it. A small spring holds the plunger in place when the pressure of air is released, and the plunger being conical where the coil spring rests upon it, disarrangement is impossible. This plunger alone is in a majority of cases sufficient to render the valve air-tight, although intended only as a check. With the new cap arrangement, however, it is practically impossible for the valve to leak. In the valve-cap there is a rubber cushion setting in a recess which precludes its dropping out, and resting upon a metal seat that revolves on a projection upon the reverse side. When the cap is screwed on the valve part, this rubber cushion is pressed firmly against it, and remains stationary as the seat revolves. There is no friction, consequently no wearing out of the cushion, and the joint at this place is absolutely air-tight.

The length of the valve in relation to the valve-cot is very long. The extra length permitting the end of the valve to be almost flush with the inner wall of the tire, acts as a valuable re-inforcement to the valve-cot. The valve-cap has a projection upon it which is used in deflating.

The new valve has been thoroughly tested, and the manufacturers are pronounced in their conviction of its superiority. It has a universal pump connection, which fact riders will greatly appreciate, for it permits the pump of any one of several makers being used in inflating.

You may talk about your ships of state,
And how they plough the main;
You may talk about your big balloons
And eke your railroad train;
You may jolly up your trotting horse,
And speed him 'till he reel;
But when you're after health and fun
Take a Columbia wheel.

"Eddie" Bald, the Chesterfield of the racing fraternity, and Ray MacDonald have both signed with the Columbia team for this season. Asa S. Windle will have charge of the team as heretofore. Although the Pope company are not making any bids for records, which may be had at a price, it is expected that the Columbia team will successfully defend their records for the half, three-quarters, and the mile in competition, made openly and without favor, beside pushing the blue rims across the tape first in a majority of the races.

Tire repairing contests for wheelwomen are said to be the new winter entertainment for cycle clubs.

"Runs Like a Streak."

Says the Asbury Park *Daily Press*: "Jeweler A. W. Cornelius rode his 1895 Columbia bicycle yesterday. This is the first one ridden in Asbury Park, although the agents, Berrang & Zacharias, have sold a dozen or more of the new model. Mr. Cornelius got his by special arrangement, not being able to resist the temptation to try the new edition. He reports that it runs like a streak, and is a delightful mount. Everybody admires the various features of the Columbia for 1895."

Make it a point to see the new Columbia models for 1895. They are marvels. $100, Columbia price, you know.

The *New York Recorder* says: "M. L. Bridgman returned Saturday from an extended trip through the south and west, in the interests of the Pope Mfg. Co. While away he placed many agencies and took big orders, He laughingly said: 'There are only two kinds of people that won't buy Columbias this year—those that have not got $100, and those that won't ride.'"

Putting on a good front—getting a pretty girl to occupy the front seat of your Columbia tandem.

Riders should make it a point to see the new Columbia Models. They are the talk of the bicycling world. Get a catalogue, anyway.



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The Standard for All.

HAVE you feasted your eyes upon the beauty and grace of the 1895 Columbias? Have you tested and compared them with all other makes? Only by such testing can you know how fully the Columbia justifies its proud title of the Standard for the World!

Any single model or equipment your taste may require—all $100. Tandems, $150.

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PROVIDENCE. BUFFALO.

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gracefully, and that a woman, although beautiful and strong, could display such wonderful vigor. Nearly every minute the multitude crossed themselves as a guard against evil spirits. Never since its birth had San Miguel seen such a morning or such a day as followed. For the senorita, when she walked (which was little, preferring to ride her miraculous vehicle at all hours), attired herself in a different raiment, glorious, and shining as an angel, said the brown nuns, and sparkling with a golden chain and other glittering ornaments. Also at evening, she appeared in filmy laces and soft, rich muslins, with oh! such divine ribbons! that the Holy Virgin herself might not resist envying. Fray Prado could not answer decisively whether such magnificence was not wicked for a mere mortal.

The senorita Maria Lucas and her huge cat, Miguel, kept the people in a state of astonishment. She rode her wheel alone, without a duenna and unveiled, and inspected curiously all the huts and people—alone, except that she was guarded by her two terrible dogs. She always carried her pearl-handled revolver, and proved that she could use it by shooting the heads off prairie grouse that she had broiled for the hacienda table. Also she rode out among the herds daily. She visited the sisters of the chapel without invitation or ceremony, as one privileged to do whatever she pleased. The sisters were delighted, for she was a stranger to them, curiously and splendidly dressed, and of manners that they supposed must be like Gringo queens and high-born ladies. And her hair was a miracle! How she "did it" would puzzle the saints!

The great dogs soon ceased to be curiosities. San Miguel was familiar with dogs. Only they still inspired great respect. But the cat—"Miguel, of the Cross of San Miguel," they called him—was a growing marvel. He had killed at least half a dozen of the little yellow and white vagrant cats of San Miguel for the offense of too impudent familiarity. He kept the fowls, and even the pigs, in a state of continual terror. Every dog of San Miguel that ventured to attack him, under the mistaken supposition that all cats were legitimate game, retired badly clawed, if he was lucky enough to get away before one of the Great Danes broke his neck. It was reported that Miguel-of-the-cross every day killed and brought to his mistress at least one rabbit from the predators upon the hacienda garden. Also, he had slain and dragged home, growling, a great yellow-bellied diamond-backed rattlesnake. Truly he was a terrific beast. He attended his mistress in her evening walks. He habitually visited the chapel. Such a thing as permitting a cat in the chapel had never before been known. 'Twas impossible! yet it was true. Had not the heretic senorita a soul to save? Was not good Fray Prado the man to save it? Truly. She met him at the porch. Instantly his pet hairless pug, Gardo, flew at Miguel. It angered him that a cat should dare to desecrate the holy place. But in a moment Gardo fled yelping, with a slashed nose and one ear torn, and sought safety in the remotest corner of the chapel garden. Senorita Maria laughed!—actually laughed!—though she apologized prettily. Fray Prado was vexed, yes; angry, no. No man could look in the face of the senorita and be angry. She said she wished to see the chapel, and she went in, and Miguel followed. She was delighted with the great silver cross, as she should be. It was ancient; it was so unique; it was lovely. And so she prattled as if it was a toy to be admired without the slightest reverence. Miguel would have leaped upon the altar, but the senorita boxed his ears, and begged Fray Prado to excuse his impoliteness—she called sacrilege impoliteness, but the good padre could not refuse nor rebuke her; who that saw her would dare?

. . . . . .

The night was moonless. The hacienda lights had long been out. In the dormitory of the sisters a single taper burned before the crucifix. In the chapel three candles are always alight before the great silver cross of San Miguel. They shone about the altar, but the rest of the room shaded away into gloom. Fray Prado, seated behind the altar, was calculating speculatively the probable cost of a painted window, and how much more money it would need. A slight sound made him look up into an evil-grinning face that leered at him over the altar top; at a dirty, silver-ringed hand that already grasped the base of the great silver cross; at another hand that menaced him with a knife. Near the altar stood a group of armed men. The bandits had come!

Their captain demanded the key of the iron casket containing the chapel money. There was an American senorita—a beauty—her they would have, and others. But business before pleasure—the money first.

After staring in that evil face a little, like a bird fascinated by a rattlesnake, Fray Prado's courage revived. He refused. They might kill him, but he would save the cross and the casket if he could. He screamed a hoarse alarm. The bandit captain flung him upon the altar, and would have



cut his throat as a sacrifice. But in the struggle the captain set his foot upon Miguel, the senorita's great cat, who was sleeping upon the padre's hassock beside the altar, and desecrating it with loose hairs. Miguel uttered a piercing yowl; he tore the offending foot; he leaped upon the altar, every hair bristling with fury; the captain struck at him with the knife, but before the stroke could fall the cat flew into the bandit's face, scratching like a fiend. The captain let go the padre's throat, dropped his knife, and clutched the cat, pushing him off at arm's length. But only his curved back could be thrust away; his claws and teeth held and tore. In a moment the captain flung the clawing fury away; it scurried, spitting, to a window, and vanished. Then the captain, blinded in both eyes, groped and stumbled to the door, and so out—groaning.

Confused by this unexpected assault the robbers forgot their caution, and struck at the flying fury with clamorous outcries. One fired at it. This noise alarmed the sleeping hacienda. A few of the boldest ranchmen

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PACIFIC COAST: SAN FRANCISCO. LOS ANGELES. PORTLAND.

seized their arms and ran to the rescue, led by Irish Mike. Striking down the sentry upon the porch, Mike broke into the chapel and rushed upon the brigands. He was too superstitious to fire his rifle in that holy place; but he dealt about desperate blows with that reckless violence and overmastering strength that makes the Americans dreaded by their feebler neighbors. The ranchmen stole in and fought with Mexican discreetness and wary care for their own lives.

Having now human foes to encounter the bandits rallied from their first surprise and opposed disciplined skill to the furtive attacks of the Mexicans. So they began to gain, and presently were upon the point of achieving a victory that would have placed San Miguel helpless at their cruel mercy. Irish Mike was down at last; Fray Prado was defending himself feebly with bare hands against the thrusts of several murderous knives when there was another interruption.

A narrow door opened in the dark recess behind the great altar, and the American senorita appeared, with a knot of frightened nuns clinging to her skirts. In one hand she held a lighted candle; in the other she bore her pearl-handled revolver. Before her stalked the two Great Danes, growling deep-toned menace, with bristling hair. She was, as always, gloriously dressed, with a great red rose towering over her shining hair. Shaking off the grasp of the timid Mexican women she walked steadily to the front of the great altar, where, holding her candle high aloft, she could peer through the smoky gloom upon all the vicissitudes of the doubtful combat. With one glance she took in the whole danger. Flinging up her pistol hand, with voice and gesture she launched her great war dogs upon the rear of the massed bandits. Three or four men instantly went down before the weight and terror of that roaring charge. Then the senorita fired three shots, each as coolly as if merely practicing for sport. One of the bandits stabbing at Fray Prado leaped high and crashed down with a dreadful scream; another sank noiseless like a struck ox. The ruffian who bestrode Irish Mike swinging a sabre, spun about and plunged headlong.

The battle broke into a rout. Such of the brigands as could, leaped through the windows, ran to their horses, and spurred for the mountains. Four, cornered, were fools enough to surrender. They might better have died fighting, for mercy to such as they was impossible. These four, with their blinded captain and two wounded, were shot at daylight. That pile of stones in the mouth of the nearest gulch marks their grave.

When the four were securely bound, the senorita walked calmly down from the dais before the altar into the body of the chapel, and bent curiously over one of the fallen, holding out her candle. Fray Prado went to her side and said, consolingly:

"Truly it is dreadful to kill a man, gracious senorita; but it was a necessary and heroic deed, and the sin is pardonable."

She smiled sarcastically, and cast a glance of scorn at the prisoners.

"You call such things men!" she said. "To a priest they are men, perhaps. I suppose they do have souls—after a sort. But *men?*—bah!"

Fray Prado drew back, shocked. The Mexicans stood aside with a kind of awe as she passed out, swinging her pistol upon a careless finger. When she had gone, Sancho, of the hacienda, pronounced the general opinion.

"Truly he must be a man who dare offer himself as her lover, and she may find her mate among the Gringo devils. All the same, San Miguel owes it to her that his cross was not ravished away by those accursed robbers."

A few days later her father returned and took her away. Long her memory lingered as one of the marvels of San Miguel. She gave her great cat to the chapel. He became the pride of the place. The sisters never wearied of petting him. When Fray Padro took his walks in the chapel garden Miguel wormed, purring, about the padre's stout legs, or perched, blinking, upon his shoulder. So he lived honored for many years, and died of old age. There is at this day a small slab of white stone in the chapel garden, upon which is graved by the good padre's own hand this legend: "Miguel, of the Cross of San Miguel," and beneath the lettering the rude outline of a cat's head, with grotesquely fierce whiskers.

"But the senorita," says the good padre, sighing, "Ah! she was terrible! But beautiful—oh! as the Madonna might be if abandoned by the spirit of God. Yet she was good and gracious—that painting of San Miguel she gave to the chapel—it cost a hundred pieces of gold! San Miguel forgive me if I misjudge her! We are poor and ignorant, senor, and know little of the vast world. Truly the strange chariot she rode seemed to mock the laws of God and nature, but it may not have been a wicked invention. I know not. Perhaps the shining chariots of heaven are like that, and the fierce, proud courage that could slay men and look upon death with such scorn as Miriam over the slain Egyptians—they served and saved San Miguel, and I dare not say they were unblessed. She was too dreadful—and too lovely—for me to judge."

FROM OVER THE SEAS.

LONDON, Jan. 19.—Scarcely had my last letter got clear of our shores before a rapid thaw converted the roads into channels of slush, and rendered skating out of the question. During the whole of this week the weather has been unseasonably mild, and he who would ride must beware of grease and the inevitable side-slip.

Last night at Cavendish Rooms, near Regent Street, the Lady Cyclists' Association held its first cinderella dance which proved successful beyond anticipation. The floor was perfect, the commodious, cheerfully decorated suite of rooms looked at their best, and a company of just under 100 gaily tripped through the programme of eighteen dances. All the details of the evening's pleasure were eminently satisfactory—the refreshments supplied free to all, the charming music played by a highly trained band, and the comfortable lounges at the disposal of the company during the intervals.

R. L. Jefferson has just published in book form an account of his ride to Constantinople, performed last spring. It is issued by the Cycle Press, Ltd., 108 Fleet Street, and contains a graphic and amusing treatment of Jefferson's various adventures.

The National Cyclists' Union, Amateur Athletic Association, and Amateur Swimming Association held a joint conference on Friday last week at Anderton's Hotel, Fleet Street. Robert Todd and E. B. Turner represented the Union. The meeting was prolonged and at times stormy—so runs the press report, but no pressmen were present, and Mr. Todd, whom I met afterward, laughed at the reference to a storm which had appeared. After a long discussion, a sub-committee of three, one from each governing body, was appointed

To Redraft the Amateur Definitions,

and the exceptions thereto, so as to embrace the laws and rules of each body. It was further resolved: (1) That an amateur should become a professional by asking for or receiving expenses—unless permission was accorded by the governing body in exceptional cases. (2) That the three governing bodies should announce to each other their respective suspensions. (3) That no amateur competitions should be promoted by a professional. (4) That amateur boxers competing with professionals, or for a prize, are ineligible to compete under A. A. A., A. S. A., or N. C. U. rules. Further resolutions were passed dealing with the status of schoolmasters who taught cycling, swimming, or athletics, and the paid instructors of life saving. The status of the Amateur Gymnastic Association and that of the National Physical Recreation Society, in relation to the bodies represented by the delegates assembled, was then considered, and it was also decided that an annual meeting of the governing bodies of amateur sport whose laws were in harmony, should be held.

The Essex Cycling Union, an amalgamation of the cycling clubs of the county of Essex, is an organization which displays remarkable vigor. At the beginning of 1894 there were forty-six clubs, and 2,500 members in affiliation, while at the present time seventy clubs and 4,496 members own allegiance to the Union. Considering the practical benefits, in the form of reduced charges for use of tracks, training fees, and even hotel tariffs, which the Union presents to its members, it will be surprising if its methods are not copied by other counties or districts where cycling flourishes. The Union possesses six secretaries, and boasts a fine record of work for last year.

Two more provincial cycle shows are announced to follow the Liverpool show, which opened on the 8th inst.—the first will be held at Southampton on February 5 and 6, and the other at St. James' Hall, Manchester, from February 23 to March 2, inclusive. At the latter show a small hall will be specially devoted to

A Subsidiary Show of Ladies' Machines—

a sign of the times.

The Duchess of Portland is one of the latest fashionables to adopt cycling. The Duke has ridden a Raleigh for some time, and the Duchess has selected a Humber. Rover safeties are reported to have been purchased recently by the following notables—Sir Richard Musgrave, Lady Margaret Spicer, Lady Westmoreland, Lord Worcester, Captain Spicer, Earl of Warwick, Sir J. Dixon-Poynder, Bart., Lord Dungan, and the Earl of Westmoreland.

Punch, our poor relic of the past, which still poses as a comic journal, has recently awakened to the existence of the new woman, rational dress, and cycling for ladies. It prints the following lines anent the passing of Mrs. Bloomer:

Her costume was unlovely—let it fade
Forever from the ken of human vision!
Though nowadays 'twould scarce provoke derision
If worn by pretty girls, and tailor made.

For by the lady cyclist as she plies
Her pedal, neatly clad in knickerbockers,
See Mrs. Bloomer, first of Grundy-shockers,
Now vindicated in Dame Fashion's eyes!

What We Have Come To.

The mile record now exists in the following varieties, all fully recognized, so far as discussion and advertisement go:—1. Straightaway mile on road or pavement, unpaced. 2. Ditto, paced by singles. 3. Ditto, paced by triplets or quadruplets. 4. Ditto, paced by horses. 5. Mile on kite-shaped track, unpaced. 6. Ditto, single-paced. 7. Ditto, multicycle-paced. 8. Ditto, horse-paced. 9, 10, 11, 12, same on oval track. 13 to 24, above with flying starts instead of standing. 25. Flying tandem mile on road. 26. On path. 27, 28. Standing start, ditto. 29. Triplet mile on road. 30. Ditto on path. We fancy there are a few more which have escaped our memory, but thirty varieties for one record is a very fair number. After this, any racing cyclist who may be greeted with the old idiotic question: "Have you broken the record yet?" has a perfect right to throw his questioner out of the window.—*Irish Cyclist.*

Jerome P. Parker has opened a store at 296 Second Street, Memphis, Tenn., and will go into the bicycle business on an extensive scale.

SERIES 2--No. 3.

THE DUNLOP TIRE

will be furnished hereafter on

ANDRAE CYCLES

It is the

Only Detachable Tire

recommended by

JULIUS ANDRAE & SONS CO.

Milwaukee, Wis.

AMERICAN DUNL

Western Branch,
266 Wabash Ave., CHICAGO.

Mention The Bearings.

504=506 West Fourteen

SERIES 2--NO. 4.

THE DUNLOP TIRE

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ROYAL WHEELS

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Only Detachable Tire

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THE ROYAL CYCLE WORKS

Marshall, Mich.

TIRE COMPANY,

et, NEW YORK CITY.

Canadian Branch,
36 and 38 Lombard St., TORONTO.

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THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II. CHICAGO, FEBRUARY 8, 1895. No. 23.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

WILL THEY PLEASE STOP?

Our competitors still continue to say, ***"You are a lucky firm."***

Again we say not lucky. If you're after some of the same luck here's a rec-i-pe:

Build wheels as good as The Fowler.

Let the world know it—as we do.

Be original—successfully original.

Look after your agents—as we do.

Look after your riders—as we do.

Hustle night and day—as we do.

Instill into those around you, from the office cat up, enthusiasm—as we do.

Don't forget that ***back bone*** is a desired quality—don't be afraid of your oldest or largest competitor.

Don't be a light-weight in a heavy-weight class—stand up for your rights, and see that you get 'em.

You may only be a private, as it were, but don't crawl to the captain or the colonel—be straight up and down, let 'em know where they can always find you.

"Hew straight to the line, let the chips fall where they want to."

Work your wits for the betterment of yourself—those around you—your agents—your riders.

Have a policy and carry it out.

Do all these things and 1,000 or so more, and the chances are in your favor of being called a "lucky firm."

HITS OR MISSES?

One evening at the great New York Show, the editor, completely tired out, retired to the bandstand, just under the great electric bicycle sign, and surveyed the magnificent display of bicycles, sundries, &c., with the keenest satisfaction, and thought and thought, oh! where, oh! where is he who permitted this flourishing competition to grow up? How the heart and head of this benevolent, kind-hearted philanthropist (***not***) must swell to gaze on the result of his condescension.

Busy almost to distraction, early in the week while closing a contract with a new Fowler agent we were interrupted by an old man whose race was nearly run, who handed us a card bearing these words:

NICHOLAS NOLAN,
INVENTOR,
"FRONT WHEEL WORKED BY HANDS." NEW YORK CITY.

The intense earnestness of his manner touched a kindly spot, our pen dropped, and we heard him through. We had not the heart to say him nay. "Lots of money in it" he says, "a great thing;" "yes," we reply, "here's our card, call again." A kind word is all this poor creature gets, no doubt. Did you see him? Did you lighten his heart? Did you give him some hope? A kind word costs nothing, the donor feels its effect as does the receiver.

Ask any maker of bicycles who exhibited at the two shows what were the two most highly-finished bicycles there, and he will, of course, say his own and The Fowler, which simply means, and which is generally conceded, that the Fowler bicycle is, without a doubt, the most highly-finished bicycle in the world. Anyhow, we make that claim, and every wheel leaving our factory is a witness of it.

The crowds at the Fowler stand, drawn there without the aid of brass bands, circuses, freak bicycles, or pot metal souvenirs, is simply an illustration of what we have accomplished in the way of a reputation in building leading bicycles and advertising them. One might have an article as standard as a gold dollar, but if he, in these days of keen competition, don't let people know it by advertising and ***bringing forth the proofs to substantiate*** his claims, he can prepare for an assignment for the benefit of his creditors.

Early Saturday and Monday our friends said, "you're not going to let your exhibit fall short in attractiveness of your Chicago effort, are you?" "Oh, no, kind friends, look in on us at 8 P. M. Monday evening." They did, and said "a lighter, more novel display, together with greater crowds than those of any competitor." When will those friends remember that we always aim to go forward–never stop–never go back?

We have earned the title, it seems, of an "original" firm. We have often said we can not (at present) regulate the prices of high-grade bicycles, but we're getting our competitors to keep an eye on us, and exclaim, "What will they do next?" And the best part of the whole thing is that if we are original, we have been "successfully original," and every time we do something our acts will be well weighed, and each of those acts will add a large stone to our already solid foundation of being a firm "who know their business and attend to it.'

PHILADELPHIA FRONT.

W. S. Emerson is the style of firm who will push Fowlers in the Quaker City in '95.

Mr. Emerson's previous bicycle experience and business ability, together with the fact of his being so well and favorably known, may well cause his competitors to look abou a bit, for he's going to do business—lots of it. Mr. Emerson is particularly fortunate in having interested Mr. Frank D. La Lanne, of Frank D. La Lanne & Co. Mr. La Lanne is one of Philadelphia's most popular, wealthy, and influential leaders, and his association in the cycle business as financial backer of Mr. Emerson, and being impressed with the many benefits derived from cycling, will go a great way in interesting Philadelphia's 400 in cycling as a healthful, joyful, and delightful pastime. We know of no city where a genuine, hustling bicycle firm could find a better opening than at Philadelphia, and we know of no two people who can make a greater success of such an opening than W. S. Emerson and Mr. Frank D. La Lanne.

THE BEARINGS
The Cycling Authority of America

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

SPALDING BUYS BAILEY'S STOCK.

PHILADELPHIA, PA., Feb. 2.—The event of the past week in trade circles and one which created considerable surprise was the purchase by A. G. Spalding & Bros., of the entire sporting goods and bicycle business of John T. Bailey & Co., of Twelfth and Market Streets. It was a business transaction of more than local interest owing to the fact that the sporting goods business of the city will now be virtually controlled by the Spaldings, as the Bailey company was one of the former's largest competitors. By the purchase the Spaldings secure the large stock of Bailey & Co., which will all be transferred to the former's new Chestnut Street store. Bailey & Co. were formerly the local agents of the Raleigh and Relay bicycles, but this year they were to have sold a machine of their own make, known as the Bailey, and in addition a cheaper grade called the Bourse. They were also pushing the Lyndhurst. Although the announcement came as a surprise to many, it was rumored among the trade that the Baileys were to retire from the business.

W. C. Marion, of the Indiana Bicycle Co., and Harry Simmons, formerly of Spaldings, but who left the latter place to manage the local branch of the Indiana company, are busy men nowadays. Carpenters and mechanics have been at work on the store at 813 Arch Street for the past ten days and both the interior and exterior now present a bright appearance. The first consignment of Waverleys is expected early next week.

Inese and Bowen, the managers of the local branch of E. C. Stearns & Co., report good business since the closing of the New York show. They have their show windows tastefully trimmed with the colors of the Stearns wheel and give one the impression of actually being at the New York show.

Monday night was a red letter event in the history of the Spalding's sporting goods and bicycle business, it being the occasion of the formal opening of the firm's large and handsome new store at 1216 Chestnut Street. All the local lights were present, and during the evening hundreds of wheelmen paid a visit to the largest store of its kind in the state. Walter Sanger and Cabanne, of the Spalding racing team, were in attendance, but Fred Titus had an attack of fever and was unable to leave the Bingham House. The handsome four story building and basement were ablaze with lights and all departments were thrown open for inspection. Palms and flowers added to the attractions, while a mandolin club discoursed appropriate music during the evening, which made some of the "tin cans" impatient to get on their wheels and do some scorching. Refreshments were served in the large riding school. Besides the Spalding racing team there were present J. W. Spalding, C. C. Morgan and E. H. Fowl, of New York, and E. D. Loane, Jr., of Baltimore.

E. C. Bode, formerly of the Sterling Cycle Works, but now selling Triangle wheels, was in the city on Wednesday and Thursday paying the trade a visit.

E. A. DeBlois, of the Pope Mfg. Co., and R. L. Coleman, president of the Western Wheel Works, were visitors to this city yesterday. Mr. DeBlois visited the Hart Cycle Co.'s store, where Columbias are sold, while Mr. Coleman had a conference with his agents, Garden & Brewster.

WARNER'S CYCLE SHOW.

MADISON, WIS., Feb. 3.—The last two days have been gala days in Madison for wheelmen, both present and prospective. D. D. Warner, the energetic and enterprising agent, inaugurated a little cycle show of his own, and turned his roomy store into an attractive display room for his new lines of wheels. Nothing was neglected to make it a memorable event to local men, and music and good fellowship relieved the monotony of trade talk. Mr. Warner was an active reception committee and was well repaid for his enterprise by a large attendance and good trade results. Like many another bicycle man at this time of the year, he is heartily in favor of cycle shows and feels as if the business they induce is more than a recompense for the hard work they entail.

Either side of the large hall was lined with rows of wheels of every size and description and Chicago was outdone by the display. In a conspicuous place was a well preserved G. O. O., a lonely relic of the past generation. Just as unique and much more primitive was the appearance of a a home-made wooden safety, the product of the fertile genius of a Wisconsin farmer. Henry Andrae occupied one side of the room and in his hearty way introduced visitors to his handsome namesakes. His display, which he labeled space 118, consisted of three wheels, two twenty-two pound road wheels and a ladies' wheel weighing a trifle less than twenty-one pounds. These are among the many attractive models which will comprise Mr. Warner's '95 line.

On the opposite side of the room, M. J. Budlong discoursed untiringly on Columbia merits. That crank-hanger was taken apart and replaced no less than a hundred times for the benefit of interested crowds, and always with the same courtesy and patience. The Central Cycle Mfg. Co.'s booth was presided over by E. W. Ballard, who took great pride in his little 21½-pound Ben-Hur. Last but not least, the inimitable Billy Cahn, demonstrated the easy repairs of Dunlop tires, and referred all inquirers to any of the three exhibitors for the well-deserved recommendation.

Among the other wheels displayed were the Warner Special and Waverley which will constitute Mr. Warner's low-priced line. The affair was a pronounced success both from social and business standpoints. The price of admission was so low than no one interested in bicycles could afford to be absent, as the good will of the spectator was the only fee required.

Saturday night after part of the unusually large crowd had dispersed, the floor was cleared and the few remaining fair spectators tripped the light fantastic toe on the arms of the exhibitors. After a Sunday's rest the exhibitors again became knights of the grip and dispersed each on his repective route.

TRADE HAPPENINGS.

WASHINGTON, D. C.—C. L. Palmer & Co., bicycles, is preparing to open a new store at 431 Tenth Street, N. W.

WASHINGTON, D. C.—William T. Robertson & Co., manufacturing the Elk bicycle and bicycle sundries, are preparing to commence business at 429 Tenth Street, N. W.

SOUTH MANCHESTER, CONN.—F. T. Blish, bicycles, sporting goods, etc., is preparing to open a new store.

PHILADELPHIA, PA —Curtis-Child Mfg Co., manufacturers of bicycle saddles, judgment reported entered for $4,501.

VILLISCA, IOWA.—C. W. Brelsford, hardware and vehicles, opened a new store, and will take up bicycles. Correspondence invited with manufacturers of bicycles and bicycle sund

NEW YORK, N. Y.—The Pierce-Thompson Cycle Co. is the name of a new combination, with stores at 107 Chambers Street, and 91 Reed Street, controlling all down-town territory for the Pierce cycles.

NEW YORK, N. Y.—Adjustable Easy Riding Saddle Co. are endeavoring to interest additional capital in their enterprise. George B. Throop, president of the American Typewriter Co., is the principal party interested in this company. Recent changes have been made in their saddle, having lightened it three-quarters of a pound.

MIDDLETOWN, CONN.—The Middlesex Rubber Works will open a New York agency and will commence the manufacture of tires for bicycles. The capital stock of the company is to be increased.

NEW YORK, N. Y.—Arthur Collins & Co. will open a new bicycle store and riding school, at corner of Eighth Avenue and Twenty-third Street. They have recently entered into a contract with the Pope Mfg. Co., to handle the Columbia.

CHESTER, PA.—Thomas Swanger, bicycles, will move to larger quarters in the James Building, 514 Market Street. He will make a specialty of bicycle repairing.

CHICOPEE, MASS.—The Lamb Mfg. Co., manufacturers of bicycles, sporting goods etc., moved into a new factory building, and are now in operation.

CHEYENNE, WYO.—Duffy & Erswell, bicycles, succeeded by Alex Duffy.

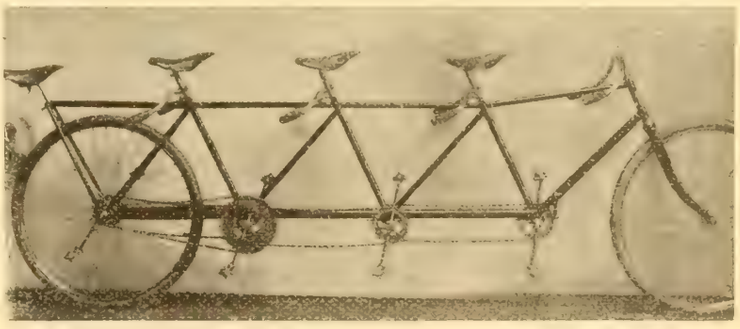
CLEVELAND, OHIO.—The Winton Bicycle Co. have opened a new bicycle riding school in the old Cyclorama Building, which has a floor space of 14,000 square feet. The Winton company have coined a new word, and called their school the Biclorama.

NEW YORK, N. Y.—The Indiana Bicycle Co. will open salesroom the middle of this month, corner of Broadway and Thirtieth Streets. Their main office for wholesale trade will be on Barclay Street, near Broadway. They have also leased the premises at 1 East Fifty-ninth Street, corner of Fifth Avenue, for a headquarters for riders in Central Park. This will be an up-town salesroom as well as a school of instruction. Leon Johnson will be in charge of the company's New York interests.

BROOKLYN, N. Y.—J. H. Williams & Co. are putting on the market an improved bicycle wrench, and are placing advertising for the same.

THE RAMBLER QUAD.

At the booths of the Gormully & Jeffery Mfg. Co., at the Chicago and New York cycle shows, was shown what we think is the only single steering quadruplet ever produced. This machine is built on the lines of the famous Rambler racers and racing tandems, and embodies in its construction the distinctive features of the Rambler family, such as the lap-brazed connections, reinforcements, special tapered tube handle-bars, widely separated bearing points, and "dished" sprockets, etc. The lower tube is specially reinforced, to safely sustain the weight of the four riders. Considering the



weights of the various tandems, triplets, and quadruplets now on the market, the weight of this quad, 73½ pounds all on, sets one to wondering at the possible limit of weight in bicycle construction.

The wheel base is 100 inches, and the gear is ninety inches. Three sizes of chain are used, the front one being 3-16-inches, the next one ¼ inches, while the rear chain is 5-16 inches. The wheels are thirty inches in diameter, and are fitted with G. & J. double tube clincher tires. The rat-trap pedals and the No. 10A racing saddles, fitted to hollow seat posts, are used. This machine was built for Thos. H. B. Varney, the Pacific Coast Rambler agent, but duplicates can be supplied. The list price is $250.

ST. LOUIS AND HER CYCLE SHOW.

ST. LOUIS, MO., Feb. 3.—The cycle show to be held here on the 7th and 8th inst. is the sole topic of conversation among the wheelmen. While it will only be of local nature, yet it promises to do more to stimulate enthusiasm in cycling than anything that has yet been undertaken, and the credit for this is due to the Associated Cycling Clubs who so successfully managed the circuit tournament last August. The dealers, with but few exceptions, have given it their hearty support, and the outlook is that it will be a success far beyond the most sanguine hopes of the management. One thing that goes a long way toward making it successful is the support it is receiving from the daily papers, reporters being alert for every new item concerning it.

The Pastimes have more trouble on their hands. Some members of the bicycle division of this club state that they were induced to join the club on the representation that as they joined they were to have the use of the track. Dues were to be paid by them during the riding season only, and the efforts of the treasurer to

Collect Dues for the Winter Months

is causing a small sized rebellion. The fact that two more tracks are planned makes them more independent than they might otherwise be. Whether these dues will be collected or not remains to be seen.

The Pastimes are not alone in their troubles though, for the Victors, who "flourished like the green bay tree" during the past season, have had a family quarrel which resulted in a disruption, and the boasted membership has dwindled from 200 to scarce one-fourth that number. The Victors still retain the cosy clubhouse on Lucas Place, but the offshoot is organized into the Olympic Bicycle Club and they predict the early demise of the parent body.

Amid the strife and tribulation among the clubs the St. Louis Cycling Club maintains the even tenor of its way, and while it does not always transpire on the surface, it is

A Potent Factor in the Cycling World.

The annual election takes place this month, but in the more important offices the present incumbents will likely be re-elected. H. G. Wolzendorf will be re-elected president and Eli Silverburg, treasurer, as they are the only candidates for those offices. W. M. Rosbrough and E. M. Sanders are up for the vice-presidency, and D. R. Davies and Arthur Bersch, for secretaryship. For the captaincy there are six candidates, but Gus Loeffel is the most likely one.

The local Class B men are beginning to get placed for the coming season, E. E. Anderson having made arrangements to ride a Cleveland, Jack Coburn will ride a Syracuse, Ed Grath, an Eagle, and "Reddy" Maxwell, a Stearns. W. J. Cox, R. J. Leacock, and Carl Ellers are not mounted yet, but likely will be before long.

The Forest Park road race is beginning to loom up in the distance and arrangements looking toward this annual event, the fifth in number, will be shortly begun.

TRADE AMONG THE MORMONS.

SALT LAKE CITY, UTAH, Feb. 1.—Salt Lake City is enjoying an unusual period of snowy weather, and cycling has given way to sleighing for the past two weeks. The activity among the dealers and prospective buyers, however, is increasing daily and orders are being taken for future delivery from '95 samples now on exhibition at the different cycle stores.

The Co-operative Wagon & Machine Co. have rented a store-room on First South Street, opposite the theater, and will conduct their cycle business at that stand this season, thus separating it from the implement department. They will handle Columbias and Hartfords, but will sell the Featherstone line at their branch stores in Ogden and Logan.

The Salt Lake Cycle Co., last fall found their repair shop too small to take care of their increasing business and moved into larger quarters across the way from their rear entrance. They have been putting in new and improved appliances, and now have as complete a shop as can be found in the country. The heat used in the enameling ovens is supplied with natural gas which has just been piped into the city. J. C. Trieller, formerly of Trieller & McKee, of Dallas, Texas, is in charge of the department.

J. W. Thomas, the Shapleigh Hardware Co.'s representative, left last week after placing the Syracuse agency with M. R. Evans. The Salt Lake Cycle Co. sold the Syracuse wheels last season, but will confine themselves to Clevelands, Sterlings, and Crescents in '95.

J. C. Fulton, of the Simmons Hardware Co., has been in the city for the past two weeks. He carries twelve samples of the Simmons line, and a full line of sundry samples. He reports big sales at Denver, Los Angeles, and San Francisco.

Manager Taylor, of the Denver branch of the Overman Wheel Co., spent a few days last week with J. S. Jensen, the local Victor agent, and enlightened the riders on the points of merit of the new Victors.

The "pure amateurs" are having confidential talks with the leading dealers these days, and from all indications there will be a good crop of Class A men ready for a Class B flop early in the season, as they make no secret of the fact that they are for sale. Weiler, the king bee competition man, is taking matters easy. His services are in demand, and he is in no hurry to announce his intentions. He was the leader of the Salt Lake Cycle Co.'s team last year, and will, in all probability, continue to ride a Sterling. Evans, the fast record man, will probably go east with the Falcon team in the spring. Earl Cummings will ride a Rambler, and Frank Thatcher, the speedy Logan boy, will ride a Stearns. Jack Royle, the game little rider of the Cycle company team, will again ride a Cleveland. "Maddox" Hyde, whom Emise backs as the coming man of the territory, will ride a Sterling Jensen will, of course, ride the Victor in the interest of "Papa" Jensen, and intends pulling down the time of the 100-mile American record as soon as the new track is completed.

A HOOSIER'S INVENTION.

W. C. Dunn, of Logansport, Ind., has a speed accelerator for which he claims much. He has applied the power with the arms so as to give an increase of power. The handle-bars operate independently upon the head of the machine with an alternate up and down motion. The distance of the arm motion is three inches from center to center, making a total distance of seven inches. Each handle is connected by a ball joint to a set of rods connecting with a sprocket wheel on the left side of the wheel forward of the pedals. This sprocket wheel is connected by a chain to the rear wheel similar to the pedal connection and as the right pedal goes down the left handle bar is raised and *vice versa*, thus keeping a constant and steady motion on the head of the machine, and at the same time bringing the formerly unused muscles of the arm into play. The pedal connection on the right side of the wheel is the same as on the ordinary safety.



W. C. Dunn and his wheel.

WANTS AN AMERICAN WHEEL.

H. J. Davey, an English racing man, finding that he can not get a wheel to suit him in England, writes to THE BEARINGS as follows:

EDITOR THE BEARINGS: Noticing your remarks in the issue of December 28, I write to tell you that, although English, I can heartily appreciate the clever manner in which you set forth the advantages of a light machine such as the American cycling public enjoy. Your comments from time to time and the statements appearing in your journal of the fully established success of light wheels on the notoriously bad roads of your country, have so opened my eyes as to the possibility of making riding still more of a pleasure by securing a nineteen-pound road mount, that I now venture to bring my case before you. It's this way:

I am looking for my '95 jigger and want it light. I have asked a maker to build me one not more than twenty-three pound weight for road use and he has refused, giving me to understand that no English maker would entertain the idea. This is exactly what you point out. I can not get this wheel in England guaranteed. Now I understand (as you often boast) that the American nation is an enterprising nation—never behind the times. Well, I want to know whether one of your "enterprising" makers, whom you could recommend, would supply me from the states a machine weighing nineteen pounds all on, built high (I'm a six footer) with tires suited to *our* roads. I want to convince a certain cycling clique that it is possible to road-ride such a machine. H. J. DAVEY.

KENNINGTON, LONDON, E. C., Jan. 14.

Sager Saddles Predominated.

At the Chicago show 548 wheels were shown. There were also a number of tandems and quads, so that the total number of saddles exhibited on wheels was 560. Of these 165 were from the factory of the Sager Mfg. Co., of Rochester, N. Y. The saddle which made the nearest approach to the Sager in popularity was shown upon 139 wheels. These two, therefore, were on over half of the wheels exhibited; the other half was divided among a dozen different manufacturers. At the New York show 459 wheels were shown. Of these 168 were equipped with Sager saddles against 109 for the next most popular saddle. Ten manufacturers at Chicago exhibited Sager's exclusively. No other make was exhibited exclusively by more than five manufacturers. At the New York show eleven manufacturers exhibited Sager's, and no other make was exhibited by more than eight. It is also well to note that the Sager saddles were shown on very few of the cheap wheels, but were almost invariably used upon the high-grade machines.

They Make But One Grade of Wheels.

Our San Francisco correspondent was in error when he said in last week's paper that "Varney has a neat second-grade for $70, which is made by G. & J., and styled 'the Ideal.'" As they state in their advertisment, the Gormully & Jeffery Mfg. Co. make only one grade of wheel, and that is the Rambler. The Ideal is a second-grade wheel listing at $70 jobbed by their Chicago branch. These are not made or sold by the company, except through the Chicago branch.

THE BEARING'S weekly trade bulletin said that John Beardsley had been admitted to the firm of F. A. Wilske & Co., of Champaign, Ill. Mr. Wilske writes that Mr. Beardsley has not and will not have an interest in this concern.

NEW YORK TRADE GOSSIP.

NEW YORK, Feb. 4.—The most recent addition to the trade hereabouts is the Barclay Cycle Co., at 10 Barclay Street. They have opened a large jobbing store in the old place of the American Ormonde Co., and will carry wheels which can be bought up in job lots. Correspondence is solicited by them with all manufacturers who have a surplus stock of machines on hand, which they are desirous of unloading.

Harry Lozier, Jr., who has been in charge of the Cleveland's New York branch, returned to Cleveland last Tuesday, where he will devote himself to the advertising department of the business. The vacancy caused by his change has been filled by L. H. Bill, a gentleman well and favorably known in the trade throughout the country. It was Mr. Bill who opened the Lozier branch, at 304 McAllister Street, San Francisco, about one year ago. He remained there until the business was well established, when he was ordered to New York. Mr. Bill has been in the employ of H. A. Lozier & Co. for over twelve years, having started in as office boy at the munificent salary of $4 per week.

The Overman Wheel Co. have hit upon a clever device for attracting the attention of passers-by. A life size man, constructed of wood and dressed in the regulation bicycle outfit, even to the heavy Scotch stockings, is mounted upon a Victor wheel, on which, with the aid of rollers in the floor of the window, the figure rides day after day. The knees are jointed perfectly, and the action is as near natural as is possible to get it. From across the street, it is impossible to discern the difference between the figure and the genuine article. Ira L. Wood, the athletic goods department manager was away all of last week on military duty, with the Thirteenth Regiment of Brooklyn. The trouble with the strikers necessitating serious action. Wood, however, says he neither "killed a man, or got kilt himself, so it was quieter than he had anticipated."

Porter & Gilmour, have got fairly settled in their new down-town store at 16 Warren Street. They will make this their headquarters, and use their former home, on upper Broadway, as a branch house only. E. L. Blauvelt has signed with them for 1895, and will probably race during the season, as heretofore, although at present he has declared himself "out of racing." Mrs. E. L. is said to be the cause of this resolution, and by the way, it is not generally known, but Mr. Blauvelt was married a week or so ago to a Brooklyn young lady of undeniable beauty. At present they are living in Newark, N. J., where he devotes his time to wondering why he never married before. Porter & Gilmour are New York agents for the Czar and Envoys, the latter being a $75 machine. They also handle Ramblers in the down-town district here, in addition to which they have a built-to-order wheel, known as the P. & G. Special. It weighs from eighteen to twenty-five pounds and sells at $100, or if nickeled, $110. The ladies' model is built to weigh from twenty to twenty-six pounds and is a popular wheel in the east. A full line of cycle sundries and accessories complete their stock. In the rear of the store and office is the workshop, which has been all newly fitted up with machinery of all modern design.



J. Sylvester Bretz, of the Liberty Cycle Co., 4 Warren Street, has the measles. The last Friday night of the cycle show, he was taken suddenly ill and the following day was unable to attend to business. Mr. Bretz's many friends will be surprised to learn of the nature of his affliction, but will be equally pleased to know that the worst has been passed, and, at the most, a week will see him back at his desk. To a regular caller at the Liberty store, the place seemed dead without the smiling countenance of "Jake," whose cheerful voice is always ready to greet his friends. Regarding the volume of business being transacted, it might be well to state this to be by far the best year of the Liberty's many prosperous ones. W. H. Hadges is up in New York State, on the road for the company; J. H. Toole is doing New Jersey and Pennsylvania; E. A. Shulman, a recent addition to the force, is covering a part of New York State, and G. W. Carmer goes down east in about one week. The rest of the territory will be covered from the New York store.

The M. & W. gold trophy won by H. C. Tyler last year is on exhibition in the store of W. C. Hodgkins & Co., 300 Broadway. W. H. Webster, who has charge of the bicycle and athletic goods department there, says that an unusual amount of attention is attracted to the store by this feature, also the Union wheel—for which Hodgkins & Co. are New York agents—that Dr. Keim, of Philadelphia, rode 18,538 miles on in 1894. This latter attraction is in the window and keeps from half a dozen to three times as many people before it all day long.

Schoverling, Daly & Gales, 302 Broadway, have taken the agency for the Sterling, which they will handle this year in addition to the Gales and Gotham lines. The Gales is a high-grade wheel listing at $80. The Gothams price is $40 and $50, it being a juvenile machine.

George G. Scott, formerly with the Black Mfg. Co., makers of the Tribune bicycles, has joined forces with the Yost Mfg. Co. and will travel from James F. Robley's New York branch of that concern. His territory includes New York, New Jersey, Pennsylvania, Maryland and Delaware.

It is a strange gathering of club representatives that work together under the employ of Jeffreys & Son, 23 Park Place. Tony Homann is a member of the K. C. W.; William Jeffrey, belongs to the U. C. R.; Geo. C. White is a warm L. C. W. man, and Mr. Jeffrey, Sr., is an enthusiastic cyclist, although unattached to any club. Messrs. Homann, White and Jeffrey, Jr., are L. A. W. members and each man has his following of warm friends from their respective clubs. These gentlemen compose the management and working force of the recognized "Wheelmen's Cigar Headquarters." The store is located directly in the wheeling neighborhood and serves as a rendezvous at lunch hour, not unlike "Winters" in Chicago, before the removal of that place from its old site.

The photographs of the New York cycle show, as printed in THE BEARINGS last week and the issue previous were taken by Knowlton, photographer, of 1162 Broadway, New York City. He is also at work now on a 20x30 photo of the wife of one of the Monarch's traveling men. The picture shows the lady seated upon a Monarch drop frame wheel, and is so clear a likeness that every shadow, line and even the texture of the dress is plainly apparent. It is truly a work of art, at which Knowlton is a master.

The Evans & White Cycle Co., of Elizabeth, N. J., are agents in that town for Monarchs, Unions, and Cleveland wheels. They make a specialty of bicycle lubricating oil, which is prepared only for them and is said to be the real article. At an early date this firm will remove to a store on Morris Avenue, opposite the depot. The concern is composed of Newton H. White and L. L. Evans, both enthusiastic wheelmen.

Harry J. Hall, Jr., the old-time racing man, left last Thursday morning for a western trip in the interests of Humber & Co., America, Ltd. Mr. Hall will go as far west as Minneapolis and St. Paul, returning in about six weeks. He carries a complete line of samples with him and feels justly confident of negotiating much business for his firm on this, the first trip into the country of any of the Humber travelers. Isaac S. Bowdish and Irving Phillips, two K. C. W. men will remain in the company's new store at 318 Broadway, the southeast corner of Pearl Street. Up to February 1 the Humber concern merely had desk room in this store which was occupied by Wm. Simpson & Sons, dealers in cloth, etc., but now full possession has been gained and in a few days it will be turned into a full-fledged bicycle store. American Manager Burris reports the results of the cycle show to have been most satisfactory, and predicts a brilliant year in America for the Humber. Incidentally, C. M. Murphy has been signed to race on this wheel in 1895. He will begin training at an early date and may confidently be looked for to lead the bunch when the racing season opens up.

The Indiana Bicycle Co., of Indianapolis, Ind., have already opened a branch store here, at 11 east Fifty-ninth Street. Others, at Broadway and Thirtieth Street and Sixty-seventh and Courtland Streets will follow suit shortly. Leon Johnson will manage the New York branches.

OUR SENTIMENTS EXACTLY.

"A mistake made by advertisers in trade journals, is that of surfeiting the publisher with trade puffs, and 'free reading notice' matter. No publisher who stands at the head of a well-established journal, will prostitute his columns by the indiscriminate printing of such matter as this, for the reason that he well understands that such a policy belittles his publication in the eyes of his readers, and lowers its value and dignity in the eyes of the advertiser. There are a few long-headed advertisers in the bicycle and sporting goods trade, who have won the affections of publishers by a careful consideration of this fact. These advertisers have shown themselves as shrewd in the obtaining of free reading notices, as they have in the general conduct of their business. Their plan is simply to send the publisher, from time to time, well-worded reading notices, which they request the publisher to insert at his regular rates for reading notices, and to render a bill for same in the regular quarterly statement of the publication for advertising. From time to time, the publisher is in receipt of a courteous letter from these same advertisers enclosing a circular, so worded as to make it both a piece of news and information for the publisher's readers, and at the same time a valuable advertisement for the writer. Bearing in mind that the week before the mail had brought a well-paid-for reading notice from the same source, the publisher, in the warmth of his reciprocal spirit, is only too willing to give prominence to the second reading notice, which, if paid for at regular rates, would, in many instances, cost the advertiser a great many dollars."—*Sporting Goods Dealer.*

Gibson & Prentiss, of Buffalo, have gained a reputation of building some of the lightest wheels on the market, weighing from sixteen to twenty-three pounds. They have added many new features to their line for this season, among them being a new crank shaft and bearing, detachable sprockets, narrow tread, new wired wood rims and dust-proof bearings.

The Standard of Quality in All Parts of the World

HUMBERS

Copied by all Manufacturers in the World.

HUMBERS are used by the nobility of Europe and the aristocracy of America.
The world's greatest riders and the world's champions ride Humbers. Why?

Humbers can not be made for $100

They are a little higher in price, but===

HUMBER & CO., AMERICA, LIMITED.

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FACTORIES—Beeston, England; Westboro, Mass. AMERICAN OFFICE—318 Broadway, N. Y.

Mention The Bearings

NO BETTER BICYCLE MADE THAN THE

Lovell Diamond

THE MODERN BICYCLE WITHOUT A RIVAL.

AGENTS WANTED. . . . . CATALOGUES FREE.

JOHN P. LOVELL ARMS CO., - BOSTON, MASS.

Mention The Bearings.

ENGLISH TRADE NOTES.

LONDON, Jan. 12.—So far as I can make out Messrs. Humber & Co. are going to make a good thing out of the new Humber Cycle Co. Ltd. (America) for, if what I am told be true, they will receive for good will and certain patents, a sum nearly equal to the whole of their large profits last year. If this is so the shares of the home company should go up quickly, but I rather fancy that the drain will be heavily felt by the American company.

Not a few of the cycle makers here who have complained of bad trade last season will do well to turn their attention to the manufacture of ball bearings for carriages and road vehicles generally, for there is evidently going to be a large demand for these in the near future. The London Carriage Co. have already placed a large order for ball bearings designed to be fitted to their present axles, and a well-known cycle maker, who was in fact almost the pioneer of ball bearing carriage axles, is to do the work. This, coupled with the number of pneumatic tires specially made for carriages, shows that there is likely to develop a large industry in this line.

Up to the present I have been unable to obtain any really satisfactory information as to the amount of orders either given at or directly traceable to the shows, by which I mean to say that the average maker has not recovered from the excitement of the exhibitions sufficiently to be relied upon to tell the absolute truth as yet. I believe, however, that the season which will soon be here, will prove a very good one, more especially in ladies' safeties and tandems designed for road work. In this belief I am further strengthened by the fact that while cycling for ladies is everywhere receiving more attention than heretofore, the rational dress craze is

Showing Rapid Signs of Decay.

Several ladies who have adopted the costume as an experiment are returning to the skirt, and, except among the "shrieking sisterhood," the rationalists are looked down upon by the better classes. I can not call to mind any lady of any social standing who uses the dress, at any rate in the London district, while in the provinces it is rarely seen. Therefore the trade in ladies' safeties is all the more worth consideration, for although dropped frames are generally used even by the rationalists, as the dress declines in favor so will cycling for ladies advance and become more popular. The rational dress has been a bad thing for the cause of feminine cycling and therefore for the trade, but better days are in store.

Great comment has been made upon the prices asked by Messrs. Humber & Co. for the self-locking framed tandems and ladies' safeties exhibited at the National show, and there can be no doubt that $220 for a tandem and $175 for a single is rather too much, especially when the firm are listing their other patterns at $175 and $130 respectively. Evidently Messrs. Humber & Co. have a very high opinion of the new frame, or they would not price it so high. Nevertheless I think that they are killing the goose that lays the golden eggs.

Messrs. J. K. Starley & Co.'s "Rovers" seem to me to be second to none at the present time, and I am pleased to see that at least one Coventry firm is more than able to keep up with the times. The "Rovers" have many notable patrons and they well deserve the honor. The "Rovers"

Set the Fashion to the World.

in the past, and I believe that in the future they will in all probability do so more than ever.

"The cycle trade is dead so far as the home orders are concerned." So said a well-known works manager to me the other day. Well, it may be so with certain companies which do not care to cater for the wants of the public, but try to insist upon wheelmen having whatever they choose to build or nothing, but I think that these firms will find that in the end the home trade will be better than the foreign orders of which they now think so much Anyway it will last longer, for the day is not far distant when the continent will cater entirely for itself in the matter of cycle construction.

One of the most remarkable movements in trade circles for the coming season is the almost universal endeavor to place the upper tube of the ordinary diamond frame perfectly horizontal. I am at a loss to know why this should be, and a writer in the current issue of the C. T. C. *Gazette* complains very strongly about the useless alteration and accuses the trade of setting the fashion merely for the sake of altering patterns. I can hardly think that this is so, but at the same time I have not yet met any rider who has been able to explain the advantage of having the tube placed horizontally. I agree with the *Gazette* critic that it is a mistake to so place it, unless the crank bracket is raised, as otherwise the position

Necessitates the Shortening of the Head.

Short heads were not successful when tried years ago, so why return to them now?

The *Cyclist* publishes an analysis of the cycles exhibited at the National Show, from which it appears that there were 252 rear-drivers, sixty-five tandem safeties, sixty tricycles (including seven carriers), and only twelve front drivers. Could anything be more conclusive than this as indicating the direction of public opinion on the pattern question in this country?

A very extraordinary remark was made to me the other day by one of the works managers of a celebrated firm. This was to the effect that his firm were doing next to no home trade, but were looking to the continent for their support, and were quite content to do so. The little makers, he said, could well supply the English market, but people who manufactured cycles in large numbers could not bother about the individual wants of riders. This is, indeed, a very fine specimen of the short-sighted policy which

TRIBUNE BICYCLES!

ARE HIGH PRICED, BUT THEY ARE GOOD.

IT PAYS TO BUY THE BEST.

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BAKER & HAMILTON, San Francisco, Cal.
California, Nevada, Oregon, and Washington.

THE E. C. MEACHAM ARMS CO., St. Louis, Mo.
Missouri and Lower Illinois.

MORGAN & BEACH, Fort Wayne, Ind.
Indiana, north and east of Wabash County.

HARBISON & GATHRIGHT Louisville, Ky.
Mississippi, Louisiana, Arkansas, Kentucky, Tennessee, Alabama, Texas, Oklahoma, and Indian Territory.

A. H. POMEROY, Hartford, Conn.
State of Massachusetts.

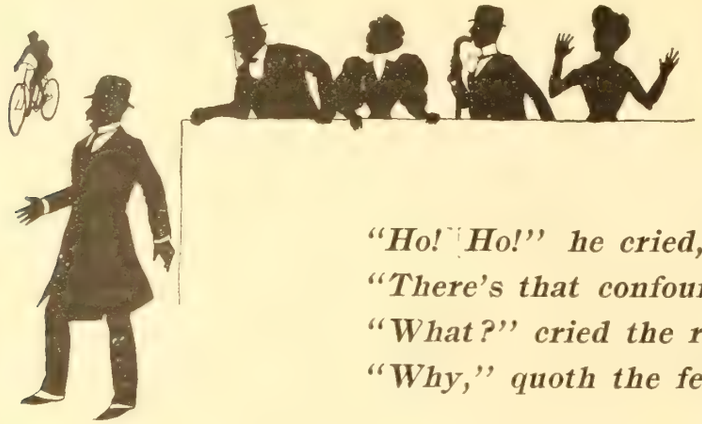
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Indiana, south and west of Wabash County.

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WM. H. COLE & SON, Baltimore, Md.
Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, and Florida.

CHAS. H. CHILDS & CO., Utica, N. Y.
New York State and New England, excepting State of Massachusetts.



"Ho! Ho!" he cried, in tones of pain,
"There's that confounded thing again!"
"What?" cried the rest, with loud acclaim;
"Why," quoth the fellow, "see that name:"

Peerless

"Just a Little Better than the Best."

THE TRIANGLE,
FULL ROADSTER.

THE PEERLESS,
LIGHT ROADSTER AND RACER.

POINTS FOR TALKING AND **SELLING:**

Instantly Adjustable Handle-Bar—No Wrench Required; Combined Handle-Bar Clamp and Lock Nut; Detachable Sprockets—Simple and Strong; New Seat Post Device—Never Equaled; Large Tubing and Fine Lines; Design and Construction Superb.

PEERLESS MFG. CO., CLEVELAND, OHIO.

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By the way: SEND FOR CATALOGUE.

MENTION THE BEARINGS

NOTE THE WEIGHTS
OF OUR

WABASH CYCLES

HIGHEST GRADE.
LIGHTEST WEIGHT.
MEDIUM PRICED BICYCLES.
NOTE OUR
TOOL STEEL BEARINGS.

THE WABASH LINE.

28 in.	Racer,	Model A,	18 lbs.	list	$90.00
28 in.	Gents',	" B,	21 "	"	75.00
28 in.	Ladies',	" C,	25 "	"	75.00
26 in.	Youths',	" D,	23 "	"	50.00
26 in.	Misses',	" E,	20 "	"	50.00
24 in.	Boys',	" F,	22 "	"	40.00
24 in.	Girls',	" G,	25 "	"	40.00

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STEARNS, LOVELL DIAMOND, and
REMINGTON BICYCLES

has caused the cycle trade, so far at any rate as the larger companies are concerned, to deteriorate so much during the past few years. What will happen when the continent can supply cycles itself and may even offer them to us, I do not know. With men like this at the head of affairs the future outlook of some of the larger firms can not be said to be a very bright one.

It is a curious thing how very conservative the public are in the matter of tires. The fact has been further evidenced by the balance sheet presented at the first general meeting of the Preston-Davies Tire and Valve Co. held a few days before Christmas. Colonel Saville occupied the chair. The balance sheet

Showed a Loss of $35,000

on the year's working, and, although a great part of this is said to be owing to a number of unsuccessful law suits in which the company became involved, I believe the real cause is the want of support from the cycling public. Men seem prejudiced against any but "Dunlop" or "Palmer" tires, and the Preston-Davies balance sheet amply proves this, for the tire is one of the very best at present on the market. The directors feel that more capital is required to place the company upon a proper basis, and the vendors have offered to refund 25,000 of their shares, on condition that 10,000 of them are issued to the public as ten per cent cumulative preference stock. This is no doubt very generous of them, and the fact that the shares are hardly worth the paper they are written on is of course only a paltry detail. I do not think that I shall apply for any ten per cent cumulative preference shares in a business losing at the rate of $35,000 a year!

A further effort is being made to boom the "Bamboo" bicycle. Of all the absurdities of late years I think that these machines annex the confectionery. There is only one satisfactory method of manufacturing a Bamboo bicycle, and that is not adopted by the company. The process I suggest as the best, is to line the bamboo canes with steel tubing, uniting the ends of the latter with the usual lugs. The brazing will of course destroy the ends of the canes, but this does not matter, as, after the frame is completed, the bamboo should be scraped off, and a perfect bicycle will result.

OPINIONS WORTH READING.

The *Irish Cyclist*, the only foreign paper which handles the question of American vs. English wheels in an unprejudiced way, has interviewed the prominent racing men of the United Kingdom on the subjects of weights, gears, position, etc. The replies, coming as they do from those who should be fully qualified to speak on the matters, are interesting. The *Irish Cyclist* says:

The subject is one of interest to every class of rider, in view of the almost general craving for very light mounts, and the tendency in some cases to use path-racers on the road. We have here collected the opinions of the principal crack road-riders of the day, and this is absolutely going to the fountain head for reliable data. These men are of great experience. They make a study of the subject, and with any number of machines available to experiment on, they quickly learn the specifications which give the best results. Their opinions are worth studying very closely, and the average cyclist should consider that if experts such as these, who can ride and humor a machine with exceptional skill, and who, for the most part, ride on picked roads, find a certain weight best, why should he crave for lighter? Rather should he seek a stronger mount, with even lower gear; while for the ordinary pottering, road-riding tourist, the absurdity of using featherweights designed and geared for speed only, is patent on the face of it.

In each case we put a series of questions, which we now give in full with the answers. It will be observed that all are unanimous as to path-racers being unfit for the road, and in recommending gear-cases. A fairly vertical position, too, finds favor with them. The average gear recommended comes out at 66½ inches, and the average weight at 26½ pounds. We approve of these specifications for expert riders, to whom speed is everything, and for picked roads. For the average Irish road a stronger mount and lower gear will give the best results. The lighter a machine is, the shorter will be its life and the more expensive its maintenance. No matter how good the material may be, or how skillfully placed, constant vibration must tell on it, and a very simple slip on greasy mud may knock the frame out in such a manner that the machine is never the same again.

Do You Believe in Using a Path-racer on the Road?

F. W. SHORLAND.—No.
G. P. MILLS.—No.
L. FLETCHER.—No.
C. G. WRIDGWAY.—No.
R. H. CARLISLE.—No.
F. T. BIDLAKE.—Depends on the maker. Some racers say a twenty-two pound Humber, with road-racing back tires, is a perfectly good machine for chosen roads.
H. V. BINNS.—No.
S. F. EDGE.—No.

Why do you not Approve of a Path-Racer on the Road?

F. W. SHORLAND.—Because it must give way at some time or other.

G. P. MILLS.—Because it is not strong enough; will not take a gear-case; and is more liable to tire troubles.

C. G. WRIDGWAY.—They are bound to give way sooner or later on account of the continuous vibration.

R. H. CARLISLE.—Because I have found personally that, unless the road be of the smoothest description, a 1¼ inch racing tire is slower than a 1⅝ inch road-racing tire. There is also more risk of breakage on the highway.

H. V. BINNS.—In the first place, a frame built purely for path-racing is usually cut down to the lowest possible weight at which it could reasonably be expected to stand the work for which it is intended; consequently, as the extra vibration caused by the uneven surface of the road, as compared with the path, has to be taken into consideration, a path-racer can not be considered a very safe mount for road-racing. No rider would expect a path-racer to stand the work of an ordinary roadster, and most people are aware that a long road-race is much more severe on a machine.

Of course, it depends in a very great measure on the rider, as there are men who could bring a featherweight machine safely through an ordeal in which it would not have the smallest chance if ridden by a less careful and competent man. I am not against light machines by any means, but the line must be drawn somewhere, and it is in deciding when a machine is light enough to suit the rider that the trouble commences. It frequently happens that the more careless and awkward the ridder happens to be, the more he insists on having the very lightest possible mount. The same man would probably not cover one inch more ground in six hours than he would on a machine pounds heavier and more suitable for his particular style. Another point to be considered in these days of narrow treads, is that very few path-racers are sufficiently wide in the back forks to take anything but a path-racing tire, and this of course increases the vibration and consequent wear and tear of the machine; not to mention that a path-racing tire, as applied to the driving wheel of a machine intended for the road, could not be expected to give very satisfactory results.

S. F. EDGE.—Because it is not built on the lines most suitable for road use. The light weight is chiefly obtained through light rims and tires, small racing saddle, shorter cranks, etc.

What do You Consider the Advantages of a Very Light Mount?

F. W. SHORLAND.—Not much.

G. P. MILLS.—The ability it gives you of sprinting suddenly, which you can not do on a heavy machine.

L. FLETCHER.—Gain in the speed, especially up-hill.

C. G. WRIDGWAY.—There are no advantages.

R. H. CARLISLE.—If weight is not reduced at too great a sacrifice of rigidity, a light mount is certainly faster than a heavy one.

F. T. BIDLAKE.—Less weight; easier work; unless weakness sets in, due to excess of lightness.

H. V. BINNS.—The advantages gained by an awkward rider can be summed up in one word—nil! A neat and careful rider will find a light mount an advantage, and will derive considerable benefit from using one, so long as the machine will actually stand the work, and always providing that nothing is done to make the frame less rigid. With these conditions right, the lighter the machine the better, and the easier it will be to propel; consequently, as pace is the great object aimed at, a rider of this description should have the lightest machine that will carry him.

S. F. EDGE.—The advantages are only felt on the best possible surface, which is not often met with on the ordinary give-and-take road.

What Are the Disadvantages?

F. W. SHORLAND.—Liable to twist, and unsafe.

G. P. MILLS.—Liability to break down, and seriously damage the rider; uncovered chain; and tires too light to stand.

C. G. WRIDGWAY.—If ridden at a fast pace over a hilly course the wheels will go out of track owing to the weakness in the back forks; and there is danger of the front forks breaking.

R. H. CARLISLE.—A greater liability to breakage, and a greater liability to puncture. The present great increase of speed on the road is due in a great measure to the use of lighter wheels and tires, (fitted with a tangential fabric) rather than to a reduction in the weight of frames.

F. T. BIDLAKE.—Needs nursing, and costs more, as its life is shorter.

H. V. BINNS.—Principally the trouble of getting a really reliable machine if an exceptionally light mount is required, as no matter how well built the machine may be, the least little mishap may mean a smash later on. The smallest nick in the tubing when the machine is being made may mean a serious collapse. A spill, be it ever so slight, often comes to the same thing afterward.

S. F. EDGE.—More care is required in riding, and the reduction is obtained through reducing parts which should not be reduced for road work.

What Do you Consider the Lightest Machine that Can Safely be Ridden on English Roads?

F. W. SHORLAND.—Twenty-three or twenty-four pounds.
G. P. MILLS.—26½ pounds with gear-case.
L. FLETCHER.—Twenty-four to twenty-six pounds with gear-case.
C. G. WRIDGWAY.—Twenty-seven pounds or twenty-eight pounds with gear-case.
R. H. CARLISLE.—Twenty-seven pounds to twenty-eight pounds.
H. V. BINNS.—25½ pounds with gear-case.
F. T. BIDLAKE.—Twenty-five pounds with gear-case.
S. F. EDGE.—Twenty-eight pounds with gear-case.

What are the Specifications of Your Ideal Road Racer?

F. W. SHORLAND.—Twenty-three pound; crank-throw, 6½ inch; gear, sixty-eight inch; gear-case? yes; saddle, Lamplugh's new road racer; tires, Dunlops; size of wheels, twenty-eight inch and thirty inch.

G. P. MILLS.—Weight, 23½ pounds; crank-throw, 6¼ inch; gear, sixty-six inch; position, fairly vertical, nose of saddle about three inches behind crank axle; gear-case? yes; saddle, Brooks' B10; tires, 1¾ inch back, 1½ inch front: size of wheel, twenty-eight inch back; twenty-eight inch front.

L. FLETCHER.—Weight, twenty-four to twenty-six pounds; crank-throw, 6½ inch; gear, 66½ to sixty-eight inches; position, fairly well back, dropped handle-bar well lifted; a level bar tires the shoulders; gear-case, fixed Carter; saddle, long nose, broad back, good spring; tires, 1⅝ inch path-racing, with tread on same; size of wheels, twenty-eight and thirty or twenty-eight and twenty-eight; tread, 4⅞ inch; this is essential.

C. G. WRIDGWAY.—Weight, about thirty pounds; crank-throw, 6½ inch; gear, sixty-six inch; fixed Carter gear-case; saddle, Brooks' (light roadster) with saddle cover (cush); 1⅝ back and 1½ front tires (light roadsters); and twenty-eight-inch back and thirty-inch front wheels; the position of the rider to be well forward.

R. H. CARLISLE.—Weight, twenty-six to twenty-eight pounds with case; crank-throw, 6¼-inch; gear, 66½-inch, or sixty-three-inch for short or long distances; position, drop a plumb line from peak of saddle and it should cross bottom stay about five inches behind center of crank-axle; saddle, pneumatic for long distances; tires, 1⅝-inch and 1½-inch; size of wheels, twenty-eight and thirty-inch.

F. T. BIDLAKE.—Weight, twenty-two to twenty-six pounds, according to weight of rider; crank-throw, six to 6¼-inch, according to length of leg; gear, sixty-four to seventy-two-inch, according to strength of thigh; position, peak vertical over pedal pin at rearmost position; gear-case, Carter's for choice, some case for certain, except for a fair-weather fifty; saddle, broad-backed, narrow-peaked, scarcely springy at all; tires, thickened racers, with stouter inner tubes; size of wheels, twenty-eight and thirty-inch for tall, twenty-eight-inch all for short men.

H. V. BINNS.—Weight, twenty-eight pounds, to include Carter fixed case; crank-throw, 6¼-inch; gear, about sixty-three-inch (nine teeth on back hub); position, ten-inch behind axle (measured from center saddle); gear-case, Carter fixed; saddle, Brooks' B 10; tires, 28-1¾-inch driver; 30-1½-inch steerer, road-racing tires; size of wheels, see tires.

S. F. EDGE.—Weight, twenty-eight pounds; crank-throw, 6½-inch; gear, sixty-four to sixty-eight-inch, according to circumstances; position, point of saddle three or four-inch, behind crank axle; gear-case, yes; saddle, nearly full size, either good leather or pneumatic; tires, 1⅝ or 1½-inch for front; size of wheels, twenty-eight and thirty-inch.

One of Warren's Latest.



This cut represents one of the latest pattern tool bags manufactured by the J. J. Warren Co., of Worcester, Mass. It is meeting with much approval and indications would seem to foretell a very liberal patronage on Warren's special styles of tool bags for the coming season of 1895. Catalogues will be sent to the trade on application, with prices if desired.

The Heroes of Two Shows

Were unquestionably the

Crimson Rim

Beauties that characterize the 1895 line of

Syracuse Bicycles.

They are without a peer in the field of **Mechanical Excellence.**
If you are wise you will examine them before completing your line.

Northwestern Agents,

Farwell, Ozmun, Kirk & Co.
ST. PAUL, MINN.

Send for a
Handsome Catalogue.

MENTION THE BEARINGS

TILLINGHAST
DETACHABLE
TIRE

THE MOST

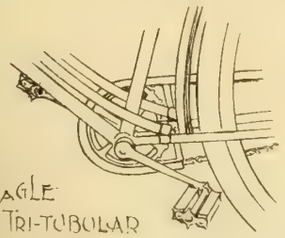
POPULAR  TIRE....

....BY A....

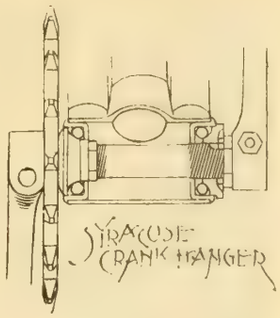
GREAT DEAL

Tillinghast
Mfg.
Co.

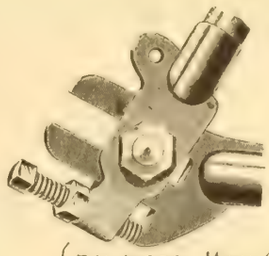
Clipped from the Catalogues



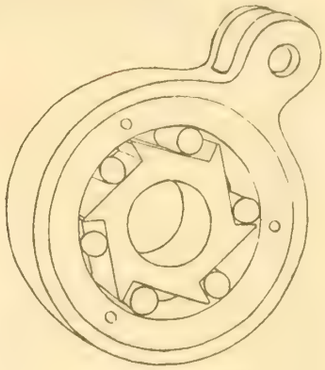
EAGLE TRI-TUBULAR FRAME



SYRACUSE CRANK HANGER



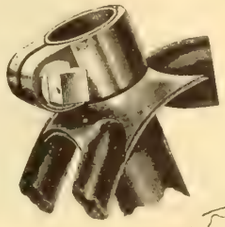
CRAWFORD MFG. CO'S REAR ADJUSTMENT



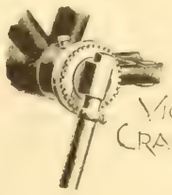
DORSETT CLUTCH



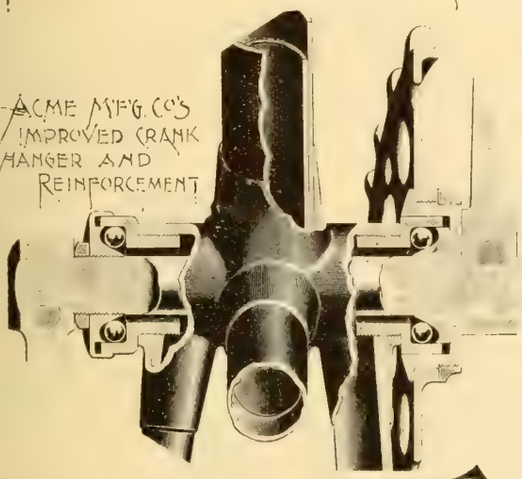
HOFFMAN TRIANGULAR REINFORCEMENT



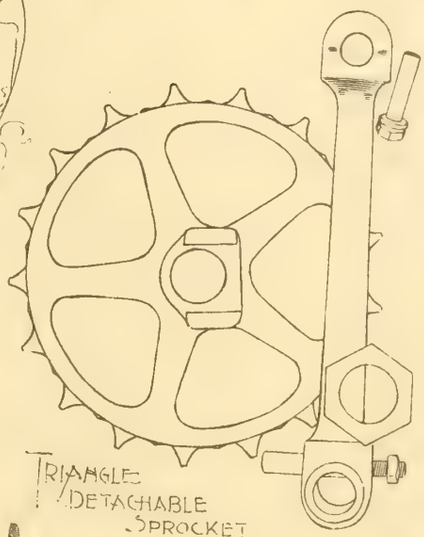
LYNDHORST SEAT CROWN



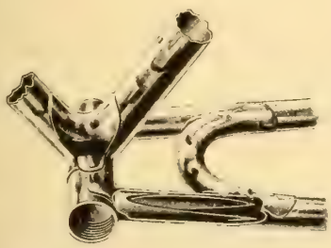
VICTOR CRANK ADJUSTMENT



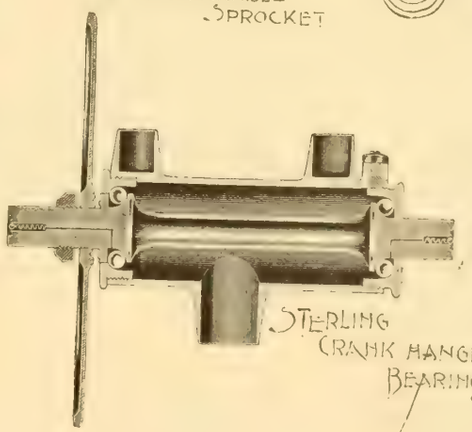
ACME MFG. CO'S IMPROVED CRANK HANGER AND REINFORCEMENT



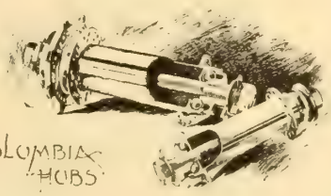
TRIANGLE DETACHABLE SPROCKET



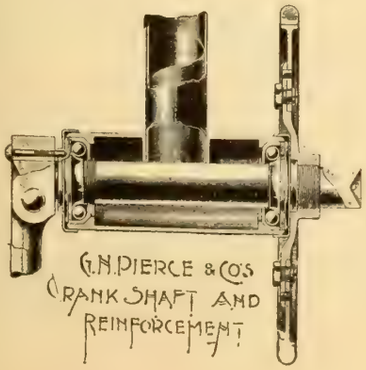
RAMBLER REAR FORK SIDES



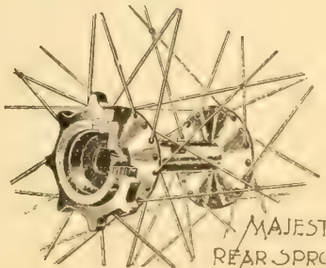
STERLING CRANK HANGER BEARINGS



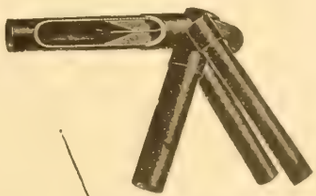
COLUMBIA HUBS



G.N. PIERCE & CO'S CRANK SHAFT AND REINFORCEMENT



MAJESTIC REAR SPROCKET ATTACHMENT



UNION XCLUSIVE REINFORCEMENT

BETWEEN THE LINES

One will often find much that is worthy of more heed than the words seem to imply. For instance:

Edwin Oliver & Co., of 21 Park Row, New York City, have for some time been seeking to instill into the mind of the cycle agent the fact that the Elmore bicycles, for which they are the general selling agents, and for which the Tracy-Wells Co., of Columbus, are the Ohio agents, are wheels of the superior class, which, sold at the popular prices of $65 and $75, are of the sort which "take" readily with the public.

They have not experienced any trouble in proving their assertions, and this, coupled to the figures they have been quoting, has brought to them a host of friends and orders.

By this, it is not meant that Oliver & Co., are trading on an unbusinesslike basis. Far from it. But they are offering to the agent a fairer division of their profits than is usually found elsewhere. They realize that while the price of bicycles has been reduced, the price of the material used has also come down, and that there is no particularly good reason why the agents' discounts should be shrunken as materially as in some instances that could be cited.

Between these lines there is food for reflection. If it conveys to you a suggestion, for instance, a communication to Oliver & Co., it may be worth your while to act accordingly, as it is only fair to assume that you, as agent, are interested in anything that is likely to add to your income.

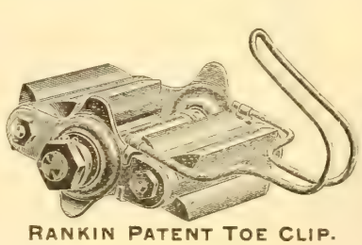
THE TRACEY-WELLS CO., Columbus, Ohio,
General Agents for Ohio.



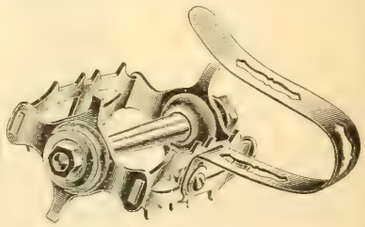
Monarch Cycle Co.'s Exhibit at Chicago Cycle Show.

Rankin Toe Clips.

The accompanying cuts represent two new patterns of toe clips being marketed by W. G. Rankin, of Providence, R. I., the pioneer toe clip maker. The wire clip is suitable for either rubber or rat-trap pedals, and



RANKIN PATENT TOE CLIP.



RANKIN PATENT TOE CLIP.

will find a ready sale at 75 cents. The flat steel clip is designed for rat-trap pedals, and is seven-eighths of an inch wide, is very strong and is made of the finest quality of steel with a fine and durable finish of nickel plating.

Joseph F. Gunther, the Chicago centurion, has severed his connections with E. B. Preston & Co., and is now in the retail store of Gormully & Jeffery, at 85 Madison Street

The National Sewing Machine Co., of Belvidere, Ill., deny the report that they will have a team this year. They do not believe in racing teams

W. F. Sims, of Washington, who swept everything before him in Class A last year, has signed with the Columbia team for '95.



"Ned" Oliver's wheel—Elmore Scorcher, 22 1-2 pounds, price $75.

Sycamore Was An Indian!

H-E W-A-S!!

Sycamore sat on a hollow log,
And the Sagwap sat in the tree;
Whenever I hear the Hogwip sing,
My heart is glad in me.

Whenever Sycamore toots his toot,
To the wail of the Wigwag hen,
And Sycamore orders a Crimson Rim,
You bet I am tickled then.

IN EXPLANATION: Sycamore is the Chief of the Wampoo Indians who many years ago pitched their wigwams on Chicago dust. This esteemed personage called at our booth at the Chicago Cycle Show and voluntarily placed an order for three Crimson Rimmed **SYRACUSE** Tandems. These tandems will be used to pace one of the leading American racing teams during the season of '95.

We Yelp With Glee!!!

KEEP YOUR EYE ON THE CRIMSON RIMS.



Manufacturers,

SYRACUSE CYCLE CO.

SYRACUSE, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

ST. LOUIS, MO.

A TWO-POUND SLAB OF VIRGIN GOLD.

It has been said that "by unpaced riding alone should the true merits of a rider be judged," and such seemed to be the opinion of Morgan & Wright when offering their magnificent trophy for the fastest unpaced mile on Morgan & Wright tires in '94. There is probably no short-distance record which has been so vigorously fought for and held by so few as the unpaced mile. At the opening of the season of '94, the record stood at 2:16, made at Paris by Fournier, in the preceding year. At Waltham, July 17, Walter Sanger lowered this to 2:11⅖, which stood for just one month, when Harry Maddox, on August 17, at the Denver meet, clipped 1⅕ seconds from the record, placing it at 2:10⅕. His mount being fitted with Morgan & Wright tires, caused him to be looked upon as a possible possessor of the trophy at the end of the season. On August 28, however, Harry Tyler, at Springfield, lowered Maddox' figures by nearly 3 seconds, placing the world's record at 2:07⅖. This being the fastest unpaced mile made during '94 on Morgan & Wright tires, (and within ⅕ second of the world's record at the present time) he was awarded the trophy at the end of the season.

A great many readers are undoubtedly familiar with the facts concerning the Morgan & Wright trophy, but for the benefit of others, a brief description is here given. The medal is a solid slab of absolutely pure gold (assayed at the United States mint, and stamped on the back as twenty-four-karat fine) weighing 508½ pennyweight. In the center of this yellow slab is a highly polished plate of red gold, fourteen karats fine, and weighing twenty-five pennyweight. This is surrounded by a wreath of green gold, twenty karats fine, and weighing twenty-seven pennyweight. The inscription is in blue enameled letters. The whole medal weighs about two and one-half pounds. In one compartment of the case containing the trophy is the certificate of the United States mint assay. In another compartment are the clippings of gold which were nipped from the unfinished slab for assaying. The melting value of gold in the medal is $569.68, and the work on it cost $99.44. The medal is enclosed in a morocco case which cost $20. Altogether, an unique trophy.

HOW IT WILL BE ARRANGED.

An impression has been created by the wording of the reports of the meetings of the Cycle Board of Trade, that its action requiring all shows to be held under its auspices, was intended to be antagonistic to Chicago. On his return from the east Mr. Spalding was asked whether this were true and replied:

"No, not in the least. The fact that I was unanimously elected president of the Board of Trade, and R. Philip Gormully, vice-president, both of Chicago, would almost in itself allay that rumor. A general impression prevails in the public mind that Chicago is perfectly able to take care of herself in any emergency or on any sort of a proposition, and no national organization of any kind could hardly hope for success without having Chicago represented in some way, and her representatives have a faculty of invariably securing a fair hearing and usually get what they want.

"The management of the recent show in Chicago was very good, considering it was their first attempt, and I know of no reason why they do not stand an excellent chance of securing the western show next year, if they make application in time and have it given under the auspices or sanction of the Board of Trade, which it will be necessary to do, if Chicago is to have a national and not a local show next year. There will probably be a meeting of the Board of Directors at an early date to consider this and other important matters."

A New Head.

The Manufacturers' & Merchants' Warehouse Co., of Chicago, report advices of shipment of about 150,000 feet of Mannesmann tubing for Chicago stock, a part of which has arrived at New York, the balance having left Liverpool. Although this quantity will not last more than a week or ten



days it will help to avert a tube famine. The M. & M. W. Co. are about ready to spring upon the market a new, narrow, and light crank hanger, new large barrel hubs, and other finished parts of which we will give illustrations and descriptions soon as ready for the market. We give here a cut of their new light and handsome complete head.

The Monarch Cycle Co., write to THE BEARINGS that C. F. Guyon & Co., of New York, are not eastern agents of the Monarch company. Their store is the eastern branch of the Monarch, and the business is conducted entirely in the name of the Monarch company and at their expense.

The Graham Cycle Co. have removed to 601 and 603 Madison Street, Chicago. They now have the largest repair shop in the city, the floor space being 3,000 square feet. The Graham company are west side agents for the Thistle, Munger, and Monarch.

W. C. Rands and L. N. Hilsendegen are now on the road in Michigan placing orders for Monarchs in almost every town. Hilsendegen expects to place 1,000 Monarchs in Michigan this year.

E IF YOU WANT E
A
CHEAP BICYCLE OR TANDEM
YOU WILL NOT BUY
AN EAGLE
WE MAKE ONLY THE BEST
THE EAGLE BICYCLE M'F'G. CO.
TORRINGTON, CONN.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol XI
No 3
CHICAGO, FEBRUARY 15, 1895.

EDWARDS DOES IT.

California's Crackajack Rides a Straightaway Mile in 1:34 1-5 at Livermore—Ridden Against the Wind.

LIVERMORE, CAL., Feb. 9.—W. J. Edwards broke the straightaway record today, making a mile in 1:34⅕, lowering Eddie Leonert's Buffalo time ⅘ of a second. The road was in good condition, and the course straight with a slight fall, but Edwards was handicapped by a high wind, which blew straight against him, especially in the last quarter. He was paced by the Rambler quad, mounted by Delmas, Smith, Jones, and Davis. The course was lined with spectators and vehicles, and the record-breaking was the occasion for great jubilation. The team will remain here next week and try to make a further cut in the record.



W. J. EDWARDS.

Edwards' Electrical Pacemaker.

SAN JOSE, CAL., Feb. 4.—The beautiful weather of the past ten days has turned this locality into a cycler's paradise. The roads are drying rapidly, the streets are getting hard once more, and the Rambler team, which is to go for the straightaway records shortly, has resumed training, and Wilbur Edwards, who is to make the attempt, is fast reaching that condition when the mind and muscles work in unison and can stand the ordeal of going for the record Eddie Leonert now holds, but which the Californian hopes to capture before the first part of this month is gone. It is barely probable that the attempt will be made this week.

The Garden Cities have a Class A man from whom they expect much this year. He is Allan Jones. His work in the past has not been what may be termed phenomenal, but the past two months, under the careful guidance of Dick Alyward, the man who made Ziegler what he is, has improved him wonderfully, and Alyward thinks that he has a world beater. He has ridden quarters and halves in almost record time, and has not yet reached the limit of his speed.

James Joyce, the coast representative of the Pope company, was in town last week, and stated that in all probability the Columbia team would arrive on this coast shortly and would probably train in this city. These men, with the Falcon team and California cracks, would create a great stir in this part of the state, and it is probable that the Garden Cities' new track would get a world-wide reputation that would bring the rest of the racing men to California.

Otto Ziegler is still a member of the San Jose Road Club, and says that he will continue to be despite the efforts of other clubs to get his name on their books. Otto will go to San Francisco this week to train for the indoor tournament.

The San Jose Road Club held a very successful ladies night last week. Their new club rooms were handsomely decorated and a splendid orchestra was on hand to enliven the occasion.

The San Jose Road Club held its first road race of the season yesterday. The event was a ten-mile race over the east San Jose course and was the fourth of a series, commenced last year, for a silver cup, to be won three times by the same man before it became his individual property. There were only five starters, but that did not prevent the record for this course being lowered by Floyd McFarland, who covered the ten miles from scratch in 29:47. Gus Navlet, who had a handicap of 1:30, won the race in 30:55 and won the cup for the first time.

The electric bicycle pacer that is being constructed for use on the Garden Cities' new track is the idea of Wilbur Edwards, the well-known racing man, and George E. Wolfrom, an engineer of this city. Their patent claim, which reads as follows, explains the details of construction:

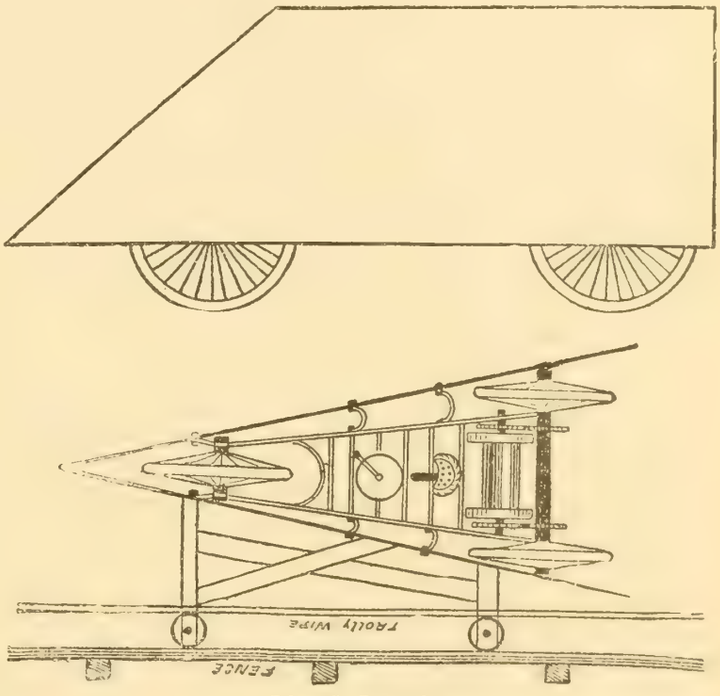
The object of the invention is to provide a mechanism which is especially adapted as a pacemaker to be used in trials of speed for bicycles in connection with that of a windbreak or shield, which will protect the rider from the resistance caused either with the direct wind blowing against him or the current formed by his own rapid speed. It is a three-wheel vehicle, provided with a seat, and the operating mechanism is contained in a cylinder within easy reach of the rider.

From the front part of the frame trolley-poles or arms extend toward the sides, carrying upon the end a trolley wheel, which is adapted to engage the permanent conducting wire.

To the frame of the machine is secured the wind shield, which consists of sides of sheet steel meeting in front at an acute angle and opens toward the rear so as to include the vehicle portion and at the same time, by reason of this divergence, providing a space of sufficient width at which the rider will be protected from the wind as long as he remains close to the machine.

The apparatus is intended to run upon any track, and in order to retain it in the proper position it has a framework with one side fixed to the vehicle and the other extending inwardly to a line parallel to the inner curb of the track, and having journaled upon it vertical guide rollers.

These rollers are adapted to travel upon a permanent guide, which is fixed parallel with the curb in such a manner that when the guide rollers travel upon this guide the vehicle will be constantly retained at an even distance from the inner line or curb.



Edward's Pacemaker.

The power will be transmitted through wire, which will run inside and along the permanent guide on the inside of the track.

The Garden City Cyclers are now the largest club on the Pacific coast, having a membership of 230. Their new clubhouse has been the means of adding many names to their membership roll.

Captain Delmas, of the Cyclers, led his club on their first run of the season yesterday. The club went to Los Gatos and stopped at several smaller towns on the return trip making a run of about thirty miles.

The Pastime Athletic Club, of St. Louis, selected A. G. Harding, the racing man, to make an "example" of, and Bert has been expelled for refusing to pay dues. He promises to make it lively for the P. A. C. Harding and many others rebelled against paying dues during the winter months, claiming that they were told that they would not have to do so when they joined.

MORRISON AFTER OFFICE.

Wisconsin's Chief Executive a Candidate for One of the Vice-Presidencies—Other Milwaukee News.

MILWAUKEE, WIS., Feb. 11.—Wisconsin during the past week has come forth with a candidate for one of the vice-presidencies of the League of American Wheelmen, and it is quite likely that the name of A. Cressy Morrison, chief consul of the Wisconsin Division, will be brought before the assembly. Mr. Morrison, while not seeking the office, would accept the position. He has never made advances for honors, but his friends in this city and throughout the state believe that in view of the fact that Wisconsin during the past year has accomplished as much if not more than any other division in the country, it is entitled to some recognition by the national body. There is not a more competent man to be had in the west than Mr. Morrison, his friends say, and as Wisconsin never has been honored with any national office, it is not out of place to make demands now.

Mr. Morrison has a thorough knowledge of League matters and is one of the hardest workers in the interest of the League that is found in the country today. Had there been more consuls like Mr. Morrison, it is safe to say that *The Bulletin* would long ago have been admitted as second-class mail matter. He spent weeks corresponding with representatives at Washington with the view of securing favorable legislation, but he was unsupported and could not accomplish what he had undertaken without the aid of every consul in the country. To Mr. Morrison also belongs a large share of the honor for the organization of the Wisconsin League for Good Roads. For the past three years, during which time he has been the consul of the Wisconsin Division, he has been

Agitating the Question of Better Highways

and is now receiving his reward in the shape of encouragement from business men throughout the state. The Wisconsin league, while other divisions have gone backward, has held its own during Mr. Morrison's three administrations, and men of his calibre are sadly needed in the national body to bolster it up.

Mr. Morrison is one of the representatives to the assembly from this state. He departed for the east on the 7th inst., but did not go direct to New York. He was one of *The Bulletin's* best friends, and while the publication is in a comatose state, for the time being at least, the Wisconsin consul is not discouraged. He is now down in Washington spending his own money, and trying to convince the senators before whom the measure must now come up, since the house has acted unfavorably on it, that *The Bulletin* should be admitted as second-class mail matter. While Mr. Morrison may not be as great a lobbyist as others, he can bring out the facts of the case in good, plain, and unmistakable terms, and hopes to convince the senators, or at least some of them, that it is wrong for them to refuse the League the privileges they demand. Mr. Morrison is well acquainted with the Wisconsin senators John L. Mitchell and W. F. Vilas, and hopes to secure their support before he leaves for New York to attend the assembly.

The other representatives from Wisconsin, besides Mr. Morrison, will be Martin Rotier, of Milwaukee, and Irwin F. Strauss, of Ripon. They will leave here on Saturday. The principal business that will come up from this state will be the question of annexing the northern Michigan peninsula to the Wisconsin Division.

This is Likely to Cause a Rupture

between this and the Michigan Division, which will fight the resolution that one of the representatives will introduce. Accompanying the resolution will be petitions signed by several hundred wheelmen living in that part of the state of Michigan, which is shut off from the state proper, where all the wheel politics is transacted. The wheelmen who have signed the petition have given it out that many of them will become League members if they can be under Wisconsin jurisdiction, but that they will have nothing to do with that ozganization as long as they are under Michigan control, because they can derive no benefit from the League in the way they are situated. The Wisconsin delegation is pretty well agreed on the other question that will come up before the assembly. The delegates all favor the change of the payment of League dues so that the dues shall expire one year from the time the member joins the organization, and not on a certain date of the year as is now the case. As for the color question, Wisconsin today stands as it did last year. It is in favor of striking out the word "white" and admitting all races into the League. When the southern states were granted their demands last year and the negro was barred from membership it was promised that 10,000 new members would join in the south. This promise has not been fulfilled and the Wisconsin men see no reason why a brand should be placed on other states that are willing to admit the negro.

Heretofore it has always been the business of the local consul to

Boom the Membership of the Division.

One man in a city the size of Milwaukee would have to devote every minute of his time to accomplish such a task with any satisfactory results. This he has been unable to do, and as a consequence but few new members have been received. Consul Morrison has adopted an experiment which he will test in Milwaukee, and if he finds that it is practical he will extend it to other cities. He has abolished the office of local consul and has appointed a recruiting committee, whose business it shall be to secure new members. The committees are as follows:

Recruiting committee—R. P. Wheeler, F. T. Andrae, Joseph Cords, E. D. Havens, Andrew Steele, O. F. Thieme, Louis Pierron, all of Milwaukee.

Road improvement—Albert Moyer, Otto Dorner, both of Milwaukee; W. M. Foster, of Port Washington; H. F. Schlegelmilch, of Eau Claire; J. W. Knight, of Racine.

Racing board—Irwin F. Strauss, of Ripon; V. A. Huntsicker, of Neillesville; N. E. Lindquist, of Marinette; W. R. Eller, of LaCrosse; D. D. Warner, of Madison.

Rights and privileges—W. M. Foster, of Port Washington; Ben Hooper, of Oshkosh; Wilber Irwin, of La Crosse; V. A. Tichenor, of Waukesha; B. W. Pulling, of Marshfield; J. M. Pereles.

Railroad transportation—W. L. Simonds, of Milwaukee; Frank Van Valkenburg, of Milwaukee; W. N. Durbin, of Milwaukee; T. E. Hutchings, of Milwaukee.

Mr. Strauss, the chairman of the racing board, has served several terms in that capacity and has discharged his duties with credit. He will again do much to make racing in this state popular and will arrange another state circuit, such as he got up last year.

S. J. de Ranitz, of Fort Howard, has brought suit against that city and David McCarthney for damages to the amount of $2,000. De Ranitz complains that while riding a bicycle on the street last autumn he ran into a pile of bricks left there by McCarthney, who was erecting a new building. He was thrown to the ground, bruised and internally injured to such an extent that he did not recover for several months. His wheel was badly wrecked. The obstruction which caused the accident he claims extended out into nearly the center of the street and that no lights were placed there to warn people that the thoroughfare was obstructed. A claim was presented to McCarthney and the city council but no settlement was made. It is expected that the case will be carried to the supreme court no matter how it is decided. The city and McCarthney will fight it to the end while wheelmen are backing De Ranitz, who will make it a test case and have the rights of wheelmen on public thoroughfares defined. The outcome of the case is being closely watched by Wisconsin wheelmen.

Milwaukee is to Have a Ladies' Riding School.

At least one is to be opened here soon if local dealers who are interested in the move can secure desirable quarters. The project has been talked of for some time, and negotiations are now pending for a lease of the hall of the armory of the Light Horse Squadron on Broadway. There are comparatively few lady riders in the city and the establishing of a school would probably have a good effect by bringing out more riders among the gentler sex.

Wheelmen are disappointed because there will be no more asphalt pavements laid in the city for this year at least. Last year when the asphalt pavements were first introduced here, and several miles of the material spread about the city, it was announced that many more miles would be completed this summer. The council has seen fit to cut off the necessary fund for the building of the pavements, and without the finances the board of public works can not go on with the good work. It had been planned to pave a number of handsome residence streets on the east side.

The North Side Club has decided to hold its annual road race early in June. It has abandoned the Cedarburg event and instead it will hold a race starting at Third Street near the north city limits to Silver Springs and return by another road to the starting point. This will enable spectators to see the start and the finish,

The Wisconsin League for Good Roads is rapidly growing. Secretary Otto Dorner is daily receiving applications for membership from business men throughout the state, and the league now numbers several hundred members. Active steps for securing favorable road legislation will be taken in a few days.

The Milwaukee Wheelmen have decided to limit their club membership to 100 and require all members to join the League. A dance is being arranged by the club which will be held before Lent.

IN MARYLAND, MY MARYLAND.

BALTIMORE, Feb. 12.—The Maryland Bicycle Club is the pride of local cycling. It is one of the most exclusive of organizations, and sometimes wheelmen out of its charmed circle say envious things of it. Nevertheless, they all point to it with pride as to what can be done in this conservative city. Report has it that it has ever been most difficult to secure membership in the swell Mount Royal Terrace aggregation. From certain recent actions of this club's managers, it looks as though they were about to let out a link in their exclusiveness. In fact, the club members are actually quietly recruiting the rolls with the end of adding fifty new names. More yet, the club will use all efforts to bring its country annex in on the same floor with the club proper. Heretofore it has cost $2 per month to be a member of the city club and $2 extra to be a member of the country club. The latter consists of an old farmhouse along one of the prettiest lanes of the northern annex and is certainly a charming place. The scheme is to add the country club membership as a premium to city club membership and make the members in the former also members of the latter. To that end the constitutional limit of membership was increased by fifty. If these fifty new members be obtained, the owner of the country club will spend $5,000 on improving the property. The scope of the contemplated improvement is broad. Chiefly, the old house will give place to a fine, new and modern clubhouse in which there will be all the attractions of bowling alleys, swimming pools, locker rooms, reception and committee rooms, etc.

BISONS MAKE MERRY.

Ramblers B. C. Give a Very Enjoyable "German" Night—Buffalo Will Have a Big Indoor Meet.

BUFFALO, N. Y., Feb. 11.—"De Chermans must be recognized." Such was the sentiment of a jolly crew of members of the Ramblers B. C. a short time ago and their wishes were carried out by the club entertainment committee last Saturday night in a "Cherman night." Seldom, indeed, has a jollier evening been spent by the wearers of the blue and white, and the entertainment was one of the most successful ever held by the club. To give an idea of the jamboree, the order to appear is herewith quoted:

Louie! Louie!! Louie!!!

What it is dis? Ask me. Listen wonce, und I will tole you sometings. You know what I mean, but you didundit understood me. Stand back a liddle closer by me, und I will explanation mineselve. Nexdt Siterday nide—at de Glub Rooms, will be one of dose Germins what you read about, on which okashions every menses will bring his best German gesicht Frankfurter mit him. No wimminses allowed. O du lieber Frankfurter wurst! Bring your oldt Cherman bibe mid you, und tobacco in abundance will pe found by Glub rooms. GRAMPLER CIBIGLE GLUP.

As may be imagined, a heterogeneous looking mass of German bums, loafers, and pedagogues, all armed with long and short, sweet and evil smelling pipes of all kinds, put in an appearance. Such a looking lot would have been consigned to a retreat for imbeciles had they appeared on the street. There was Herr Schmaltzer, the genial looking German farmer, peering cheerily over his glass goggles; Hans Schnitzelhammer, that good for nothing lout of the German forest; Yacob Kerchebengel, the patriarchal looking fader; Yohan Schuleleister, the eccentric pedagogue of Hamersleben; Heinrich Oxemeister, the cowherder, and others of less repute, including Louie, the famous musician. When this motley crowd arrived, there was excitement indeed. Each methodically got out his "stinkpfife," and proceeded to "smoke one vonce." After they had gotten warmed up, the irrepressible Schuleleister began a lengthy harangue which fairly convulsed the members present. After an hour of this sort of "tomfoolery" the boys sat down to a bounteous repast of a German nature.

Indoor Cycle Races

will have an inning in Buffalo March 9. The Press C. C., in conjunction with the Sixty-fifty Regiment A. A., will run a series of bicycle races and also a number of athletic events. The programme bids fair to be a unique one. Several scratch and handicap races, two class events, and two special features will complete the card. The special events are expected to prove drawing cards. One will be a water race; that is, each competitor will be compelled to carry two pails of water on his handle-bars, and the one reaching the line in safety will be adjudged the winner. The other competition will be an obstacle race. The track will be obstructed by brush, fence rails, and stumps, anything in fact to hinder a racing man. These specials may prove drawing cards, but it is believed that the followers of the game would much prefer to see fast races and ding-dong finishes than a series of spills and tumbles which would result in these nondescript contests. The races will be held in the Sixty-fifth Regiment Arsenal on an excellent ten-lap board track. Eddie Bald may be induced to go an exhibition mile, and Nick Kaufman, the trick artist, may be on hand to give several seances in trick riding. The entry list in the legitimate races will be very large, and the competition will be good. Last year the Press C. C. and the soldier boys had a disagreement over entry fees in the races run in February, and the two organizations had a falling out, but peace has been re-established, and the committee are making a big hustle for the success of the meeting.

There is a gnashing of teeth over the announcement that the Martin road race will be discontinued. It is a fact all the same. Hi Martin has not been impressed with the result of past "Martins" as advertising mediums, and feels that a cycle show similar to the one he held in Martin's church last year would pay better. To get at the facts of the matter a representative of THE BEARINGS visited the ever genial "Hi" the other day, and the above was his "boiled down" opinion. However, he has not yet positively decided to declare the event off, and should there be a popular clamor in favor of its taking place, it will probably be run; if it is, it will be a rip-snorter; if not, Buffalo's fast brigade will shed bitter tears on Decoration Day, and will seek fields anew.

Should the Martin be Discontinued,

the Globe race, scheduled for the following week, will probably be run on Decoration Day, and reap such benefit as would have occurred to Martin had he run his contest. There is some talk of selecting a course other than the historic "25" which has been used in the past. A magnificent ten-mile course could be laid out, starting and finishing at the present start and finish of the Martin at the Parade House, and extending through a portion of Buffalo's park system. The route is an out and return, and could be made a 12½-mile circuit. The roadways are macadamized, and there are just enough up and down grades to make a hot race. This route was under consideration last year, but the attitude of the park commission put a damper to all efforts to secure the right of way. Now, however, things are different, and the chances are that this year's road contests may be run over the boulevards.

The cycle path commission, which was organized last summer by the various cycling organizations in Buffalo to secure a speedway thirty feet wide throughout the local park system, has about completed its labors. When the commission was organized, it was evident to everybody that a great deal of opposition would be met with on the part of the park officials. Therefore the workers sought out two good men to head the commission. One of these, the secretary, was Charles H. Dold, secretary of the Jacob Dold Packing Co., and the other, the chairman, was Frederick W. Minton, a director of the Ramblers B. C. These two had 1,000 petition lists printed, circulated them among the wheelmen, and offered a suitable reward for the one securing the most signatures. This was done months ago, but so quietly that no suspicions were aroused. Last week the petitions were called in, and to the surprise of all concerned over 18,000 names were on the lists. One of the best lawyers in the city was retained to prepare the brief, and when all was ready the pile of papers was presented to the park commission. While this body was in session last Tuesday, Charles H. Dold, the secretary, staggered into the chambers under the heavy package of papers, which made a bundle about two feet square and a foot thick. Dold placed the petition before Commissioner Ransom, who, looking at the mountain of papers with interest, asked: "How many signatures have you got?" "Eighteen thousand," responded Dold. "Great heavens!" ejaculated the commissioner, "guess we'll have to look into the matter." The petition was then referred to the roads and grounds committee, and General Graves moved that a public hearing be given to the cyclers on the subject. The motion was adopted, and the hearing will take place at the park commission chambers next Tuesday afternoon at 2:30 o'clock. When the proceedings are begun it may well be imagined the wheelmen will be on hand in full force. Many well-known legal lights are interested in the project, and it is safe to say that the park board will have to listen to some exhaustive and telling arguments in favor of the speedway.

It is said that the petition will be favorably acted upon, and that the park board has included the probable cost for the speedway in this year's estimate for appropriations. If this be so the wheelmen have once again

Demonstrated Their Strength to the Powers That Be.

The Press C. C. has purchased a home trainer for the use of its racing men, and to say the least the men have gone daft over the apparatus. It is constantly in use, and every Wednesday and Saturday a regularly instituted race meet is held. It is a pleasing innovation, and is doing wonders to get the riders in condition. In a letter received from Mike Dirnberger from St. Louis, the boy says that he will begin training March 1, and will do all his preparatory work at Hot Springs, Ark. The little giant's admirers have great faith in him, and believe he will top off the heap this year.

The Ramblers Bicycle Club has certainly earned the right to be termed the premier cycling organization of Buffalo by its celebration of the past week. The tenth anniversary of the existence of the club was closed February 4, and the officers decided to hold a week's festivities commemorative of the decade of prosperity that has been the association's share to enjoy. The preparations for the festal week have been in progress for several months, and the celebration was begun at the club parlors, February 4, with a reception to the general public. The club's suite is the largest and cosiest in the city, and includes a large cycle room on the second floor of its club building on Main Street; billiard room, directors' room, music room, reading room, parlor, and assembly hall on the third floor, and a spacious gymnasium of 60x120 feet on the fourth floor. Its present membership is 225, among which are some of the wealthiest people in town. The club is a wealthy one, and its road racing team is second to none in the country. Fifteen hundred dollars were subscribed by the members for the celebration, which was head and shoulders above anything of the kind ever seen in Buffalo. The entire suite of rooms was decorated with palms, flowers, smilax, and bunting, and on the first day 989 visitors were entertained. The reception lasted from 1 to 11 p. m., and an orchestra of twelve pieces, assisted by vocalists and solo violinists interpreted a pleasing musical programme. Many out of town visitors were present, among whom were three Chicago people, a dozen from New York City, one from Armbruster, Vt., and a wheelman from Manitoba, B. C.

The second day, Tuesday, February 5, the wheelmen were entertained, and the guest of honor was W. R. Britton, of the Denver Wheel Club, of Denver, Colo. Thursday the swell dress ball at Music Hall was held. The celebration closed Saturday evening with a full dress banquet at the club parlor, with covers for 150. Among the guests of honor were: Mayor Edgar B. Jewett, District Attorney Daniel J. Kenefick, Chairman of the state racing board Henry E. Ducker, and Secretary-Treasurer W. S. Bull. Ex-President Hartmayer was toastmaster of the evening, and began the speaking with an address on "Our Tenth Anniversary." Mayor Jewett spoke, in a few well chosen words, on the power of the cycling fraternity. Secretary-Treasurer W. S. Bull responded to the toast "Our Guests." "The City of Buffalo" was ably answered for by District Attorney Kenefick. Henry E. Ducker spoke for "The L. A. W." "The Dealers and Manufacturers" was the toast taken care of by G. B. Johonnot. "The Press" was delegated to A. G. Batchelder of the *Courier*. F. W. Minton put in several good words for "The Ladies." Dr. J. E. Danelson's toast was "The Wheeling Fraternity." President F. E. Martin spoke for "Our Club," and his remarks concluded the regular list. Songs and other speeches wound up the evening.

The Stearns Team.

F. Howard Tuttle, Tom Eck, John S. Johnson, Harley Davidson, Olaf Rudd, and "Rastus" were in Chicago last week. Johnny gave several clever exhibitions of skating at Tattersall's and then continued on to Minneapolis. Tuttle is authority for the statement that the Stearns team is now complete. It will be a Johnson combination, E. C. and L. C. Johnson, of Cleveland, having been signed as team mates of the great John S.

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GEO. K. BARRETT, EDITOR.

WIDE-TIRE AGITATION.

"Cast thy bread upon the waters and it shall return to thee many days hence."

This scriptural quotation very aptly applies to the League of American Wheelmen in its fight for good roads. Ever since its formation it has been fighting for better highways and today we see every state in the Union working hand in hand with the wheelmen. We hear of good roads leagues being formed by prominent business men and we also hear statesmen in their speeches give the wheelmen the credit for starting the agitation. Can we then ask, What good has the League done? Even if its Racing Board had not thoroughly systematized racing and made the L. A. W.'s power felt in this branch of the sport, still the League has reason to be proud of the good work done in road reform. There has been one thing in particular that the L. A. W. has fought for, and that is to compel all vehicles to use wide tires. It is but recently that it has begun to score in this direction. The Peoria city council has decreed that all wheeled vehicles driven over its streets after January 1, 1896, shall have wide tires, the minimum width being 2½ inches. Right on her heels is Cleveland, who is preparing to pass an ordinance of like tenor. Now that the ball has been started in the right direction the reformers should not let it stop by the roadside.

It's a good thing; shove it along.

AN EASY TRICK NOW.

It's always easy to do a thing when you know how. No one ever imagined a year ago that a wheelman would ever ride a mile under 1:40, but such a deed has been performed, not by one man alone, but by three or four. Johnny Johnson showed them how it could be done and since that time it has been an easy thing for second raters to do what has heretofore been considered an impossibility. When Leonert rode a mile in 1:35 people began to lose interest in these kind of performances. It was something to marvel at when the speed king did it, for then the people thought the deed a hard one to perform; but when an unknown did the same thing they elevated their eyebrows a trifle, wondered a little, and then turned to the next page to read the latest divorce case for excitement.

But still the game is kept up. W. J. Edwards, the Californian, concluding that this is an easy way to get a little notoriety, goes out and does a mile in 1:34⅕. But this ride created little or no excitement in the east. Very few people saw the half-dozen lines in the Sunday papers telling how Edwards made his ride. The people have tired of such records and the sooner the record breakers recognize the fact and turn their attention to legitimate record breaking the better it will be for them and the sport.

WORK FOR THE A. C. C.

Potthoffism is once more rampant in Chicago and the Associated Cycling Clubs are now donning their war paint and preparing to battle with the latest foe of Chicago wheelmen. Alderman Addison Ballard, with a cunning worthy of his years, has figured it out that the City of Chicago is losing just $200,000 yearly by not taxing the wheelmen of the city, and with the object of turning this immense sum into the city's coffers has introduced an ordinance into the council to tax all wheelmen $2 a year. Mr. Ballard must have a very short memory or else he does not fear the wheelmen. Doubtless he forgets the fate of one Alderman Potthoff, who tried to have a similar ordinance passed a few years ago. Not only did the wheelmen kill the ordinance, but they so effectually disposed of Potthoff at the polls that he was not heard of again.

But Chicago riders need not fear. The Associated Cycling Clubs have wakened from the lethargic sleep of the last year, and are ready to take up the fight and push it to a victorious conclusion. President Fanning has appointed a committee which has already got to work. It has interested a dozen aldermen in the cause of cycling, and if the objectionable ordinance ever gets past the judiciary committee to which it was referred it will be a wonder. We are glad to see the A. C. C. show that it is alive to the interests of the wheelmen, and hope that the good work will continue.

THE ANNUAL SQUABBLE.

The North Side gets Chicago's big Decoration Day road race, and the two rival sides will have to retire to their holes to repair their sadly shattered fences. This annual fight over the road race question is getting tiresome, and it is about time that the Associated Cycling Clubs call a halt. The squabble only intensifies the rivalry existing between the three sections of the city, and does more harm than it does good. Last year there was a bitter warfare when the classic Pullman course was abandoned and the plum given to the North Side. Much bad feeling was engendered, and for a time it looked as if there would be a rival road race. Happily this was averted, and the largest road race in the world was successfully run.

Now if this fight is going to occur every year it would be far better to abandon the May 30 road race. But this need not be. Select one course and abide by it. Of course the South Siders have to give up their dearly cherished Pullman course, over which so many successful races have been run, and where so many racing men have won their spurs. It goes against the grain of the sentimentally inclined to abandon the dear old course around which hover so many pleasant recollections. But if it must be done for harmony's sake, then the South Siders should not be at all backward in relinquishing all claims. The West Siders would dearly love to have the big race on their side of the canal, but now that the majority has decided on the North Side every one should doff coat and hat and pitch in to make the race the success that it deserves to be. But stop squabbling over the course question. Select your course and don't try to change it every year.

LEAGUE TREASURY EMPTY.

PHILADELPHIA, PA., Feb. 10.—The incessant cold weather and heavy snow storms of the past week have had a depressing effect on everything pertaining to cycling, and it was without exception one of the dullest weeks that the wheelmen have experienced this winter. The thermometer was away down from the beginning of the week, and the climax was reached on Thursday night when a blizzard, which has not been equaled since that of '88, swooped down with terrible velocity, and acted as a gentle reminder to the cyclers that the time for riding has not yet arrived, even though the opening of the spring season is but three or four weeks off. But spring is coming, and then the wheelmen will be happy, even though they may not be able to realize at the present time that the frigidity of today could melt away into the soft delights of spring in a very little time.

There has been plenty of talk lately about paying a salary to the president and chairman of the Racing Board and it is very probable that resolutions to this effect will be offered at the National Assembly. When the report of the treasurer, however, is read these views are likely to be changed, for with the present state of affairs it would be absolutely impossible for the League to incur such an expense. THE BEARINGS' representative had the pleasure of looking over the report of "Pop" Brewster, treasurer of the League, at his store on Arch Street last Friday and the figures that he saw show that the

League's Finances are in Very Poor Shape.

The report covers the period from February 30, 1894, to January 30, 1895. It shows that the League treasury is empty and that there are bills to be paid with no money to settle them. The heaviest drain on the League's treasury this year has been *Good Roads*. The publication of this magazine has cost not less than $200 per month and some months it has reached three times that amount. With this magazine taking fully $3,000 a year out of the treasury and the prospects of having to publish *The Bulletin*, the financial outlook is not the brightest unless something is done to make these publications less expensive.

At the last monthly meeting of the South End Wheelmen it was decided to hold the eighth annual bicycle tournament of the club in June next and a committee was appointed to make the preliminary arrangements. Captain Dimon, who was again appointed chairman, has been for some time past in correspondence with leading wheelmen throughout the country and it is probable that the New York meet will follow immediately after the New York circuit, and that a number of Pennsylvania clubs will also be included, so that a Pennsylvania circuit will follow that of New York. This will insure the attendance of every crack in the country.

SEEN, HEARD, OR THOUGHT.

A very prominent bicycle manufacturer, who has had much to do with racing men, leaned back in his chair and said: "Don't you think it worthy of comment that at the present time in cycling, cycle building, and cycle racing muscle seems to be worth more than brains? Really, it sets me to thinking—this condition of affairs by which leg power is better paid than head power, and at a ratio of about ten to one."

The manufacturer was forced upon the subject from a discussion over the fancy salaries that are advertised as being drawn by a half-dozen or more of the greater "flyers" for 1895.

Passing by the question of whether these great riders receive their $500 $600, or $700 a month in reality or on paper, but admitting that they *are* paid big sums, the conclusion was arrived at for the time being that the muscle of a few was being rated higher in the market than the brain work of many.

The eyes of most people are opened wide when told of the sums of money Zimmerman has made, or of the prices that are paid for the advertising work of Sanger, Bald, Johnson, Ziegler, and others; and the manager of this or that mercantile concern, or head of this or that department in the big store, or the professor of Greek in the university, whose wages suffer by comparison, says, "What! does he make that much just for riding a bicycle?"

Yes, he does, and the underpaid clerk or book-keeper, whose care and accuracy are indispensable to the machinery of a great business somewhere, exclaimed, "Ah me, the times are out of joint!"

Here is an accountant in a big manufacturing or jobbing concern. He has "been with the house" ten, or twelve, or fifteen years and is looked upon as being almost a necessity in his place. He "handles a set of books" (to use the commercial phrase) and has expended tons of gray matter, care, and perspiration in a successful effort to keep them straight and show "the boss" how much has been made and lost. This diligent man has "worked up" to the point where he receives $100 per month and hasn't nerve enough to ask for more. Doesn't he feel like becoming a socialist when he knows of this or that young man receiving $5,000 or $6,000 a year for turning the wheels of a bicycle? (The fact may be pertinently recalled in this connection that Bliss' father, about two years ago, thought strongly of "planting" his dutiful son in a big wholesale house in Chicago; and had this been done Julian, of course, would not have been heard of outside the dress goods department.)

. . . . .

Speaking of racing men's salaries, and the value of the advertising to be obtained from having one's particular brand of bicycle continually before the public eye on the race track, prompts a comparison between this style and some other yet in contemplation or theory. The editor of a bicycle paper remarked, during the recent display of machines and tires (and racing men, too) at New York, "Just think of what a tip-top advertising man could be secured by one of these big manufacturing concerns for $10,000, and here is a certain firm arranging to pay out $20,000 in expenses for its racing team and trainer this season. I can not be charged with being mercenary in making the criticism, for the bicycle firms that pay money in big sums for racing men must run their 'ads' regularly just the same, because they must have a medium through which to tell the people what their priceless stars are doing; but how about expert advertising; don't you think there is room for thought on that subject? Of course the bicycle under consideration must be kept in the public gaze all the time, and the men who pay the expense must choose for themselves how best to do this.

"The racing men, as most every one knows, are not bound to their respective makes of machines from the wouldn't-have-any-other kind of choice, but because of the figures in the contract; so you can make up your own mind as to the value of simply keeping the name continually in sight and in mind."

. . . . .

The recent step of W. A. Fletcher, he of the extinct cycle news bureau, into matrimony, and the fact of his having been seen pursuing a wedding tour through the east, prompts the query, "Did William sow the seeds of success in selling foreign and domestic cycle papers and old coins, or is his success the result of having escaped such surroundings?"

William is now a "travel expert." Did the diversity of bright and witty news of the *Cyclist* build in him his prevailing desire to sell all his friends tickets for England, where the editor may be seen and talked with familiarly, and where Mr. Scorcher, the funny man, lives? Some achieve greatness from connections with cycling, while others are graduated into greatness from cycling.

. . . . .

Those pretty little "living pictures" brochures that were given out by a rubber company at the Chicago Show were condemned by the powers at Madison Square Garden. It was explained that in New York, upon the occasion of the greater cycle show, such things could not properly be classed with what the circus concert man always refers to as "not offending the taste of the most fastidious."



The man who, with "Brother-in-law Joe" McDermott, taught Arthur Zimmerman to ride a bicycle, and who in the first place bargained for somebody's second-hand "Star" and helped Zim aboard it, was Webster, whose sad death in the southwest a short time ago was scarcely noticed by the cycle press. Webster, who was born about a mile outside Freehold, N. J., was well known in that locality and was once prominent in Chicago cycling affairs.

. . . . .

A prominent member and official of the ultra-aristocratic Michaux Cycling Club, of New York, about which no end of "wash" has been written, was recently asked a few questions concerning the adoption of the name of Michaux.

As far as he knew, he said, the club was not aware of the fact that on the 29th and 30th of last September the French town of Bar-le-Duc was entirely given over to and crowded with participators in the unveiling of a monument to father and son, Pierre and Ernest Michaux, the reputed inventors of the bicycle.

. . . . .

The people who are asking for a $1,000 reduction of Abbot Bassett's salary are certainly not after the job for themselves. "Papa" earns all he gets. Of course he is a professional, but the Racing Board will never need to get after him.

. . . . .

It was Kunnel Watts who erected the barrier against darkest Africa, and it is Captain Jacquish who proposes to make Kunnel Watts take it down or else show up those 5,000 new members.

SALT LAKE'S NEW TRACK.

Utah Riders Will Celebrate the Completion of the Foundation—Details of the Track.

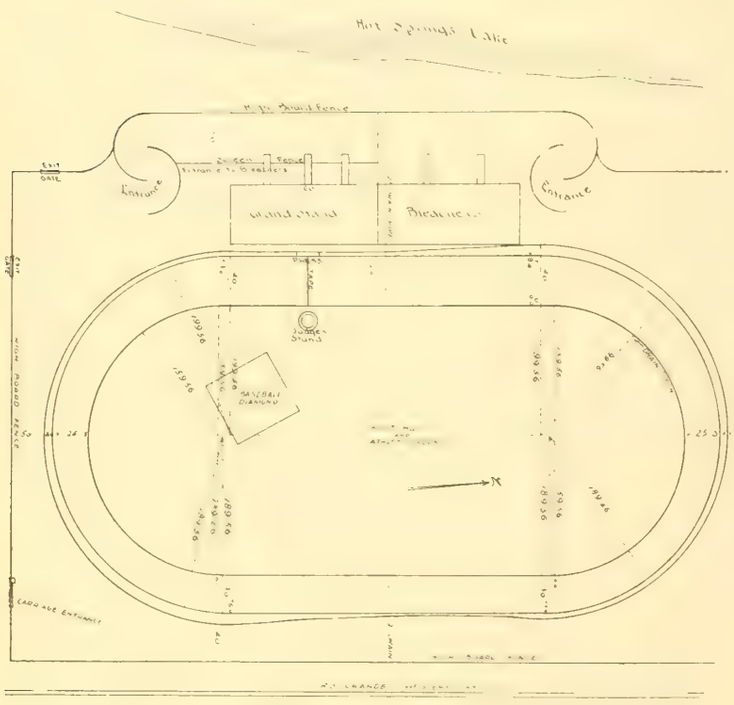
SALT LAKE CITY, UTAH, Feb. 12.—Next Tuesday will be a holiday with the cycling enthusiasts of this city. Engineer Joseph, the chief of construction of the new Hot Springs cycle track, has notified the wheelmen that the foundation of the track will be completed on that date and leveled and rolled down to the proper measurements ready for the preliminary speed trials preparatory to putting on the surface of natural cement. The work has been carried on with such diligence and rapidity during the winter months that the residents of Salt Lake can hardly realize that all that is now necessary to complete one of the finest modern cycle tracks in the world is this final surface which will consist of six inches of hard rolled natural cement.

At the close of the racing season last year the leaders in cycling circles realized that Salt Lake City had outgrown the little primitive five-lap track and that a modern course was needed to give the racing men of this section an opportunity to demonstrate the marked ability which they had shown and to accommodate the patronage which cycle racing received last season. During the early portion of last season the small grand stand at the old track was filled to overflowing and at later meets many remained away owing to the poor conveniences. Late in the fall meetings were called and a number of informal meetings were held to discuss ways and means of raising funds to construct a good track and grand stand. It was unanimously decided that when a track was built it was to be

As Good as Engineering Skill Could Construct.

The funds in sight, however, were always inadequate to carry out the ideas which the projectors of the enterprise had in view.

It was at this juncture that the Hot Springs Railroad Co. came forward with a proposition to construct a modern track after plans which a commit-



tee should secure, regardless of cost. The terms which were agreed upon and finally adopted were substantially as follows: "The track is to be built and finished at the expense of the Hot Springs R. R. Co., on their grounds adjoining the Hot Springs baths, the grounds to be inclosed with fence and provided with proper entrances. A five-year lease is to be given on the track and grounds to a company or association free upon condition that the said association build and equip a grand stand to cost $4,000." The object of the Hot Springs R. R. Co. is to enhance the value of their resort and grounds, advertise the Hot Springs, and increase the traffic over their line between the city and the track. Work was immediately commenced upon the foundation, which is now nearly completed. The soil has been put down in layers, each layer being packed and rolled until it is solid and firm. On next Tuesday the fastest of the local riders will try the track with tandems and single wheels, and if there are no faulty banks or turns the track will be worked for several weeks, after which the surface will be laid.

The track is three laps to the mile, with straight stretches of 374 feet, and curves each 506 feet long on the pole. The width of the homestretch is forty feet, at the center of the curves twenty-five feet, and on the back stretch thirty feet. The tape will be 100 feet north of the beginning of the south curve, thus leaving a straightaway run on the homestretch of 264 feet. The radii of the curves are 159.56 feet, as indicated on the plans. The maximum banking will be one in five on the curves, deemed sufficient for a 2-minute pace, and on the stretches one in twenty to provide for drainage.

The Grade on the Line,

eighteen inches from the pole, is level, and that on the outside of the track varies in accordance with the banking. The substructure is of a sandy loam obtained from a point about 1,000 feet distant, placed in layers of one foot, and rolled solid with a ten-ton roller. The surfacing material will be composed of the natural cement or concrete heretofore described, which will be taken from the foot of the mountains adjoining the springs, and will be put on to a depth of ten inches, and rolled to a thickness of six inches. This cement has been used on the walks around the springs for several years. It packs very hard, but has a certain elasticity difficult to describe, and when rolled down the surface presents the appearance of emery paper.

The drainage of the track is properly taken care of by a series of tile pipes run at intervals under the track, connecting with a main ditch run around the inside of the track and then conveyed under the track to the lake, which is three feet lower than the surface of the natural ground on which the track will be built. The handicap, quarter, half, and three-quarter mile points will be suitably and neatly designated by small poles surmounted by different colored spheres. On the edge of the inside at the pole there will be a 1x6 plank placed on edge and painted white to indicate the pole line.

The grand stand plans are being prepared, and will provide for the finest and best-equipped building of its kind in the country. The training rooms, rubbing rooms, lockers, baths both hot and cold, and store rooms will be underneath. The cost will be $4,000, and THE BEARINGS' readers will be given a full description of it in the near future.

The estimated cost of the entire track, grand stand, and all equipments is as follows:

9,000 yards at 25 cents	$2,250
2,000 yards surfacing at 30 cents	600
Drain pipes and ditches	75
Fencing	1,200
Grand stand	4,000
Engineering, superintendent, and contingencies	875
Total	$9,000

The track will be completed by March 20 and the grand stand and other work by May 1. Salt Lake City's part of the work is then completed, and it only remains for the crackajacks of the country to prove if the track is all the wheelmen of Zion think it will be. If not, it will certainly not be for want of funds or lack of knowledge of track building on the part of the engineer in charge. The work was only undertaken after a thorough study of the different noted tracks of the country.

TO LICENSE CHICAGO BICYCLES.

The Associated Cycling Clubs, of Chicago, have a mission to perform. The anti-cycling aldermen of this city have once more become obstreperous and have got it into their heads that Chicago's 75,000 wheelmen ought to give the city some of their gold, and with that idea in view have fired the first gun toward passing an ordinance licensing bicycles. In the council meeting last Monday night Alderman Addison Ballard secured the passage of the following order for an ordinance licensing bicycles:

Ordered, That the corporation counsel be and is hereby directed to prepare and send to this council at its next regular meeting, a proper ordinance for a license for each and every bicycle used in the city limits of Chicago, the tax or license fee to be not less than $2, with additional cost of issuing a proper certificate and register number of the bicycle and name of owner. It shall provide that the certificate may be transferred only by the sale of the vehicle and the payment of 25 cents for making the transfer on the books of the city clerk. The fiscal year for this tax to begin on the first day of 1895.

The Associated Cycling Clubs have taken the matter up, and last Wednesday President Fanning appointed a committee, consisting of himself, Clark, Roth, and Gardiner to investigate. Gardiner saw Alderman Carnegie, who told him that the matter had been referred to the judiciary committee, and that the best thing that the A. C. C. committee could do was to attack the ordinance there. The alderman volunteered the information that he had been talking to about a dozen aldermen in the city hall that morning and that every one of them was opposed to the ordinance, so it is more than likely that the document will never get beyond the committee room.

Bliss Going on the Stage.

J. P. Bliss, the miniature record breaker, will go on the stage this year. He has signed to play the part of "Jack" in "The Human Race," to be given in Boston this summer. Bliss rides a race on the stage a la "The County Fair," and of course marries the heroine. "Pye" is now studying his part industriously, and expects to make as big a success behind the footlights as he has on the racing path.

Edw. K. Tryon & Co., of Philadelphia, take exception to the statement made by our Philadelphia correspondent in reporting the sale of the sporting goods stock of Bailey & Co. to A. G. Spalding & Bros. The correspondent said: "The transaction is of more than local interest, owing to the fact that the sporting goods business of the city will now be virtually controlled by the Spaldings, as the Bailey company was one of the former's largest competitors." Tryon & Co. have for more than eighty years been one of the leading sporting goods houses in the country, and the competition which has developed in Philadelphia has in no way affected this position.

Did it ever Strike you.....

What an amount of ironclad, double-riveted, Harveyized steel plate, incomparable nerve a man must be possessed of, who will deliberately buy the latest pattern his competitor has produced, take it home, copy it, and then advertise it as the "Standard for the highest of all high grades." Perhaps you never thought of it before, but it has been done in the bicycle business this season. It takes a lot of nerve, but it is nevertheless a great compliment to the Original. The *Waverley* is the Original. There are several copies or imitations, and the most inconsistent part of it is, that the imitators list their product at $100, while the Original is listed at $85. Buy the *Waverley* and get the Original—the Highest of all High Grades.

Sold in our own stores in

CHICAGO: 184 Madison St.
BOSTON: Columbus Ave.
PHILADELPHIA, PA.
CINCINNATI, OHIO.
BUFFALO, N. Y.
SAN FRANCISCO, CAL.
ATLANTA, GA.
SAN ANTONIO, TEXAS.
DENVER, COLO.

and by reliable agents in 2,500 other towns and cities.

Catalogue and information free.

AFTER NEW YORK'S TRADE.

The Indiana Bicycle Co. Establishes Three Finely-located Stores in This City.

Without sky-rockets, slow music, or red lights the Waverley people came to the New York Show. They remained after most of the other exhibitors had left, and on Monday the band began to play and the fireworks to sputter.

The "Waverley people," as it seems hardly necessary to explain, compose the Indiana Bicycle Co., of Indianapolis. They had already been responsible for several innovations in the cycle trade, and it was not, therefore, altogether a surprise when they announced their intention of establishing branch houses in some twenty-five of the principal cities in this country. Their object was plain. It is an ideal cherished by most manufacturers, that of selling direct to the consumer, thus avoiding a middleman's profit.

In the cycle trade no concern has ever made such a big effort as has the Indiana Co. Unostentatiously they have opened stores in Boston, Buffalo, Philadelphia, Newark, N. J., Springfield, Mass., Cleveland, Columbus, Dayton, Cincinnati, Indianapolis, Atlanta, Ga., San Antonio, Tex., Denver, and San Francisco, and at several other points.

This week they invaded New York City. The invasion has been carefully and intelligently planned, and if results are not forthcoming, it will not have been because of lack of proper effort.

Three stores have been established, one at 67 Cortlandt St., in the down-town business district, and on a thoroughfare much traveled by across-the-river residents and commuters; the second at Broadway and Thirtieth St., in the heart of the hotel and amusement, and near the shopping, district, and the third on Fifty-ninth St., near Madison Ave., within a stone's throw of the Fifth Avenue plaza and entrance to Central Park, and in the immediate vicinity of the habitats of fashion and wealth. The down-town and up-town stores are already open for business. Possession of the Broadway place will not be obtained until to-day, when its transformation and embellishment will begin. Unless the present plans are altered, this store will approach the palatial. It is a corner location, with a wealth of glass frontage on both streets, and can be made a standing advertisement. Two or three hundred thousand people pass the place daily; at night the theater-going crowd forms a constant stream of humanity. It is an admirable location—one which *The Wheel* has had in mind for three years, and which, having in mind the enormous success of the Gormully & Jeffery retail store on Madison Street in Chicago, a somewhat contemporaneous situation—has been commended to several cycle firms. The Waverley people should "strike it rich" in this spot.

Leon Johnson, formerly one of the concern's travelers, will have charge of the New York branches.

—From *The Wheel.*

Indiana Bicycle Co.,

Indianapolis, Ind., U. S. A.

MENTION THE BEARINGS

FROM OVER THE SEAS.

Long-Distance Path Racing Will be the Fad of the English -An Imitator of Our Swell Michaux Club.

LONDON, Feb. 2.—Now that a good many of our wheel associations are forsaking the road there will of course be a considerable increase in long-distance path races. One would think that a man who could ride hour after hour on the Queen's highway—though how the Queen came to possess it I rather fail to see—would be able to do likewise upon the path. But it doesn't follow at all, although to some extent much depends upon the roads on which the men do most of their riding, and that is why most of the riders who have shown prominently in long-distance path contests are men accustomed to long and frequent rides upon the North Road, where one may go nigh on to fifty miles without encountering a hill as high as one's waist, metaphorically speaking. In the Fen district there are none of those long hills which ascend and descend in quick succession such as are found in the north, south, and west districts of England. Consequently the riders who habitually use the Fen country get the speed habit more strongly developed than those of other districts. Of course there are exceptions, but not many. Holbein could not do anything noticeable on hilly roads, and Hellier, the Anfield (Lancashire) tricyclist, has more than once run away from Bidlake on home roads, while no doubt if Hellier came fenward, Bidlake would turn the tables. Nine out of ten of the crack North Road men would be utterly out of it, if they should try to tackle some of the speedy southerners over, say, the London to Dover road. This distance is seventy-one miles, and I believe it has not been covered in less time than 4:20:00 which will give some idea of the nature of the traveling, especially when compared to the 100-mile ride of Chase, who, on the North Road, covered the century well under 4:40:00, thus taking only 20 extra minutes to complete an extra twenty-nine miles. Then there is a further difference between road and path work. On the highway there is

The Sensation of Distance Covered,

the varied surroundings, and so on. If there be any modifications of surface there is also the added work of ascending and the lightened labor of descending; but on the path there is nothing of this. It is one constant, continual grind, amid never-changing scenery, and the only real compensation for the variety of the road is the fact that food can be procured by the rider at the very moment he wants it, and should his wheel break down he can mount another without delay. But can these two advantages be said to be commensurate? The rider on the path becomes no man but a sort of human machine which will keep going just as long as it can. It can not recollect the laps it has traversed, so that it is quite ignorant of the actual distance it has covered, and its only care is to see that it is passed by no other machine of similar character. It loses every consideration in the one ambition to keep going, and that object dominates all other desires, except the desire to eat as much and as often as possible, though this is perhaps only a means to an end, to the great end of keeping going.

And now we find that these long-distance riders will be considerably augmented, consequent on the road-racing scare from which we are now suffering rather badly. These rides are going to have an early commencement, as a club called the Southern C. C. will hold an open 6-hour contest on the Putney track on February 16, and the Catford C. C. announce that they will give a contest of similar duration on their new track as soon as the same is completed; which, if one-half I hear as to the hitches in the arrangements be true, will be a long while yet. This race, however,

Will be a Professional Contest.

The N. C. U. have been imitating the example of Brer Rabbit. We read that "Brer Rabbit, he lay low." This is what the Union has been doing, and now it comes out with a ukase, the like of which has not been seen yet. It is, of course, a get-back at those riders who, on the occasion of last year's championships held at Birmingham, determined to band themselves together in an endeavor to remedy many undoubted grievances. This they were quite successful in doing, and in forming the Racing Cyclists' League they were undoubtedly acting well within their province, as the N. C. U. was forced to admit. But unfortunately the honorary secretary of the league made a false step. His committee decided upon a certain line of action which he, who was probably the most far-seeing of the crowd, did not approve of; he published what his committee desired, and at the same time tried to show that such views were not his own at all. He should have resigned when finding himself out of accord with the committee, and given place to somebody who could work with that enthusiasm the committee wanted. Consequently internal dissensions arose, and an army that is divided against itself is not a very strong force to oppose to an enemy. Seeing the Racing Cyclists' League in rather weak condition, the N. C. U. have issued a manifesto, of which the following is the text:

If any two or more riders who have entered for any cycling competition shall, after the said competition has been advertised to the public, combine for any purpose; and if any rider or riders shall in pursuance of such combination decline to ride in such competition, the general committee of the N. C. U. will, under the powers vested in them by the rules, forthwith revoke the license of one and every such rider, and such revoked license or licenses, will not, under any circumstances, be renewed. This shall be without prejudice to any other remedy of the sports promoters, or the N. C. U. against such riders.

This sort of thing I regard as absolute rot—nothing more nor less. It is always open for a rider to decline to mount in any competition, although he may have entered in the usual way and duly paid his entry fees. He can give a reason for abstaining if he chooses, or not, just as he may chance to prefer. The best of the joke is that as a sort of preamble to the actual resolution, the Union secretary writes that a few weeks ago a strike by riders at a race meeting in Paris did actually lead to a riot among the spectators, and furthermore, that if the proposed strike at Birmingham had been carried into effect, it is probable that

A Riot Would Have Happened There.

I will not deny this. I was present at Birmingham on the occasion in question, and I feel justified in saying that if the N. C. U. authorities had not caved in—just as they always do whenever real pressure is brought to bear—there would undoubtedly have been a riot. But this does not alter or modify matters. A riot is a public disturbance and is illegal. It is, moreover, the outcome of temper on the part of sundry hot-headed folks who lead the mob on, both by words and by actions. Accordingly, what the N. C. U. proposes is nothing else than a restraint on some people in order that other people may not be induced to give way to temper. This is, no doubt, an extremely fine state of affairs, but the proposed resolution overlooks one obvious fact; obvious to a person with a head, that is, but not obvious to the wooden heads that framed the resolution. This fact is that, while according to the wording, racing men must not abstain after having entered to ride, yet they may do so before, and I would suggest that the fullest advantage be taken of this. The Union is now in almost a bankrupt condition. It depends upon the proceeds of its own championships to keep going year by year. What will happen if those championships result in a dire loss! Suppose the racing division allow the union to spend money in advertising and such-like expenses, and then combine to abstain from entering a single event promoted by the N. C. U. How long could the Union exist? The rats would instantly begin to desert the sinking ship and the rest would probably be silent. Some few duffers might enter perhaps; perhaps we would even see the spectacle forshadowed by Mr. Hellier at the council meeting held at Birmingham the night before the championships. When the proposed abstention of the entrants was communicated to the meeting, up rose the champion at all distances 1881 exclaiming in impassioned tones; "Mr. Chairman, if the men like to refrain, let them. They may think that they can stop the National Cyclists' Union from holding championships, but that task is beyond them. If need be, I will take off my coat, turn up my trousers, and ride. We will take entries on the ground, and the man who reaches home, even if he can not cover the mile in less than five minutes, will be the amateur champion of England." At this there was a general roar, some of the outcry being of the appreciative order, some of quite the reverse, and I began to reflect that perhaps if everything went well I might yet be able to call myself an amateur champion before I died. But as yet the opportunity has not arrived, and I lie a-languishing.

Dr. Turner has been interviewed on the subject of the eternal licensing scheme and H. L. Clark's recent comparison of it to a "dead horse." Dr. Turner is disposed to agree with Mr. Clark in some respects, but he is still of the opinion that the present scheme can be made to work during '95. At the March meeting of the Union council the doctor will bring forward a proposal that the Union shall legally prosecute inducers and others who assist in maintaining the present system of corruption. I shall await with interest the details of Dr. Turner's plan. In the *Wheeler*, this week, it is urged that a fairer administration of the scheme would result if the present trade licensing committee were abolished in favor of an individual official—Robert Todd is suggested—who should have

Absolute Power to Grant or Refuse Licenses.

The other evening Mr. James Blair showed me the proof of a well executed illustration of the new Catford track, which will be surrounded by trees and will include a grand stand possessing accommodation for 1,500 persons.

Next month will see the resumption of 12 and 24-hour races on the Putney track. Herne Hill will open for practice purposes on Saturday, March 2. Patrons of this ground will be glad to learn that arrangements have been made for a new exit close to North Dulwich Station. This will greatly relieve the congestion at the exit into Burbage Road, beside enabling the track to be reached in about 18 minutes from London Bridge Station.

There is a rumor mentioned in the *Wheeler*, of a new cycling club about to be started in London for the fashionable votaries of the pastime. The initiation fee will be a heavy one—something like $50—and a sumptuously appointed clubhouse will form part of the scheme. No mention of this scheme has yet reached me from any other source.

Dr. B. W. Richardson has been lecturing lately on cycling in its relation to heart disease. Although, he says, the pulsation of the heart is marvelously increased by the exercise, the learned doctor is of opinion that there is no detrimental effect, but, on the contrary, the tone of the organ is often improved.

Three Good Ones.

The Century Road Club have accepted A. A. Hansen's mileage record of 21,053 miles, which stands as the record for the greatest mileage made during one year. Also Dr. Milton Keim, Sen.'s, record of 18,538 miles has been accepted as the Pennsylvania state record. Dr. M. N. Keim, Jr., captured the American individual century record by riding seventy eight centuries during '94. The wheels of the above mentioned riders were fitted with Morgan & Wright tires.

THE BEARINGS knows of several good men who are looking for positions in the cycle trade. Any one desirous of securing a man to manage a branch would do well to drop us a line.

157 RECORDS, all on PALMERS!

Class B—Paced, Standing.

No.	Miles.	Time.	Name.	Place.	Date.
1	6	13:46	F. J. Titus,	Springfield,	Sept. 13, 1894
2	7	15:57	"	"	"
3	8	18:15 3/5	"	"	"
4	9	20:27 2/5	"	"	"
5	10	22:45	"	"	"
6	11	24:59	"	"	"
7	12	27:18	"	"	"
8	13	29:33 1/5	"	"	"
9	14	31:50 4/5	"	"	"
10	15	34:10 3/5	"	"	"
11	16	36:19	"	"	"
12	17	38:31	"	"	"
13	18	40:43 2/5	"	"	"
14	19	42:56 2/5	"	"	"
15	20	45:08 3/5	"	"	"
16	21	47:21	"	"	"
17	22	49:26 3/5	"	"	"
18	23	51:38	"	"	"
19	24	53:54	"	"	"
20	25	56:04	"	"	"
21	26	58:15	"	"	"

Class B—Unpaced, Flying.

No.	Miles.	Time.	Name.	Place.	Date.
22	1-4	:25	Cabanne,	Decatur,	Oct. 28, 1894
23	2-3	1:24	Sanger,	Waltham,	July 17, 1894
24	1	2:07 1/5	Sanger,	Springfield,	Sept. 12, 1894

Class B—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
25	1-4	:28 3/5	Brown,	Decatur,	Oct. 13, 1894
26	1	2:08 1/5	Sanger (Hand),	Springfield,	Sept., 1893
27	4	9:47 1/5	Titus,	Lafayette,	July 30, 1894
28	5	12:19 1/5	"	Denver,	Aug. 17, 1894
29	6	15:31 1/5	"	Cleveland,	July 21, 1894
30	7	18:02	"	"	"
31	9	23:10 3/5	"	"	"
32	10	25:45	Sanger,	"	"

Class B—Tandem, Unpaced. Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
33	1-4	:21 1/5	Rigby & Johnson.	Decatur,	Oct. 31, 1894
34	1-3	:32 4/5	Bernhardt & Goetz,	Decatur,	Oct. 26, 1894
35	2-3	1:15 4/5	Titus & Cabanne,	Denver,	Aug. 17, 1894
36	3-4	1:36	"	"	"
37	1	1:56 4/5	"	"	"

Class B—Tandem. Paced. Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
38	1-4	:23	Rigby & Johnson,	Decatur,	Oct. 28, 1894
39	1-3	:31 3/5	Bernhardt & Goetz,	Decatur,	Oct. 30, 1894
40	2-3	1:12	Callahan brothers,	Waltham,	Sept. 21, 1894
41	1	1:52 4/5	Titus & Cabanne,	Minn'p'lis	Aug. 10, 1894

Class A—Paced, Standing.

No.	Miles.	Time.	Name.	Place.	Date.
42	1-2	:59	Porter,	Waltham,	Oct. 20, 1894
43	2-3	1:18 2/5	"	"	Nov. 2, 1894
44	3-4	1:28 3/5	"	"	"
45	1	1:58 1/5	"	"	"
46	6	13:43	Meintjes,	Springfield,	Sept. 14, 1893
47	7	16:05 4/5	"	"	"
48	8	18:26 1/5	"	"	"
49	9	20:46 3/5	"	"	"
50	10	23:04 3/5	"	"	"
51	11	25:26	"	"	"
52	12	27:43 2/5	"	"	"
53	13	30:03 1/5	"	"	"
54	14	32:19	"	"	"
55	15	34:37	"	"	"
56	16	36:54	"	"	"
57	17	39:11	"	"	"
58	18	41:31 1/5	"	"	"
59	19	43:50 1/5	"	"	"
60	20	46:07	"	"	"
61	21	48:27	"	"	"
62	22	50:46 2/5	"	"	"
63	23	53:04 1/5	"	"	"
64	24	55:22 1/5	"	"	"
65	25	57:40 3/5	"	"	"
66	26	59:52 1/5	"	"	"

Class A—Flying Start, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
67	1-4	:25 1/5	Porter,	Waltham	Nov. 2, 1894
68	1-3	:34 4/5	"	"	"
69	1-2	:53	"	"	"
70	2-3	1:15	"	"	Oct. 20, 1894
71	3-4	1:24	"	"	"
72	1	1:52 3/5	"	"	"

Class A—Unpaced Records, Standing Start.

No.	Miles.	Time.	Name.	Place.	Date.
73	1-2	1:03 2/5	Jenny,	Oneonto,	Aug. 8, 1894
74	1	2:16 4/5	L. A. Callahan,	Denver,	Aug. 18, 1894

Class A—Unpaced Records, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
75	2	4:55 1/5	Porter,	Waltham	Sept. 27, 1894
76	3	7:28 2/5	Senn,	Utica,	Oct. 19, 1894
77	4	10:04	Senn,	Utica,	Oct. 20, 1894
78	5	11:26	Coffin,	Newark,	Nov. 5, 1894
79	0	25:26	Senn,	Utica,	Oct. 23, 1894
80	25	1:05:30	Senn,	Utica,	Oct. 23, 1894

IN 1894 TWICE AS MANY PRIZES WERE WON ON PALMER TIRES AS ON ALL OTHER MAKES COMBINED

THE FABRIC IS THE TIRE — THE SAME IN ROAD AND RACING

131 OF THESE ARE WORLD'S RECORDS!

We do not split distances above the mile, as these are not recognized by the L. A. W.

Prizes offered at sanctioned meets, 1894, Class "A" and "B" — 1673

Prizes WON ON PALMERS — 1135

Prizes to be divided among all other makes of tires — 538

7 Fastest Miles made in 1894

Sanger (unpaced track) 2:07 1-5
Leonert (cycle), paced 1:35
Leonert (cycle), unpaced 1:52 3-5
Sanger (cycle), h'ndic'p race (comp.) 2:08 1-5
Cordang and Bailleux (tandem) 1:32
Robert J. (horse), pacer 2:01 1-2
Alex (horse), trotter 2:03 3-4

PALMER PNEUMATIC TIRE CO.,

CHICAGO.

Class A Records—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
81	1-4	:27 1/4	Howie,	Janesville,	Oct. 10, 1894
82	1-4	:29 2/5	Beuschoten,	Poughkeepsie,	Aug. 15, 1894
83	1-3	:44 2/5	Porter,	Waltham,	Oct. 22, 1894
84	1-2	1:03 1/5	Jenny,	Oneonto,	June 8, 1894
85	2-3	1:25 2/5	Porter,	Waltham,	Oct. 22, 1894
86	3-4	1:37	Porter,	Waltham,	Oct. 22, 1894
87	4	9:51 3/5	Scott,	Asbury Park,	Aug. 31, 1893
88	5	12:11	Scott,	Asbury Park,	Aug. 31, 1893
89	6	15:15 4/5	J. Linneman,	Chicago,	Aug. 12, 1893
90	7	17:43 3/5	J. Linneman,	Chicago,	Aug. 12, 1893
91	7	16:50 2/5	Meintjes,	London,	July 8, 1893
92	8	19:23 4/5	Meintjes.	London,	July 8, 1893
93	8	20:24 4/5	J. Linneman,	Chicago,	Aug. 12, 1893
94	9	21:53 1/5	Meintjes,	London,	July 8, 1893
95	9	22:52 4/5	Meintjes,	Chicago,	Aug. 12, 1893
96	10	24:14 2/5	Meintjes,	London,	July 8, 1893
97	10	25:32	J. Linneman,	Chicago,	Aug. 12, 1894
98	11	27:55	Meintjes,	Chicago,	Aug. 12, 1894
99	12	30:29	"	"	"
100	13	32:57	"	"	"
101	14	35:41 2/5	"	"	"
102	15	38:05 4/5	"	"	"
103	16	40:39 1/5	"	"	"
104	17	43:10 3/5	"	"	"
105	18	45:53 3/5	"	"	"
106	19	48:31 2/5	"	"	"
107	20	51:18 2/5	"	"	"
108	21	53:58	"	"	"
109	22	56:39 4/5	"	"	"
110	23	59:18 2/5	"	"	"
111	24	1:01:59 2/5	"	"	"
112	25	1:04:39 3/5	"	"	"
113	30	1:17:59 1/5	"	"	"
114	35	1:31:02 1/5	"	"	"
115	40	1:44:11 4/5	"	"	"
116	45	1:57:33 2/5	"	"	"
117	50	2:11:06 4/5	"	"	"
118	55	2:24:59 2/5	"	"	"
119	60	2:39:47	"	"	"
120	100 kil	2:46:12 3/5	"	"	"

Class A—Tandem, Paced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
121	1-4	:25 4/5	Haggerty & Williams,	Wthm,	Nov. 2, 1894
122	1-3	:34 2/5	"	"	"
123	1-2	:53 1/5	"	"	"
124	2-3	1:13 3/5	"	"	Oct. 27, 1894
125	3-4		"	"	"
126	1	1:52 3/5	"	"	"

Paced, Straightaway Road Records, Single Team.

No.	Miles.	Time.	Name.	Place.	Date.
127	1-2	:46 2/5	W. H. Penseyres,	Buffalo,	Nov. 9, 1894
128	1	1:35	E. F. Leonert,	Buffalo,	Dec. 13, 1894
129	1*	1:32	Cordang & Bailleux,	Holland,	Dec. 2, 1894

*Tandem.

Unpaced, Straightaway Road Record.

No.	Miles.	Time.	Name.	Place.	Date.
130	1	1:52 3/5	E. F. Leonert,	Buffalo,	Dec. 13, 1894

American Hour Records.

No.	Hours.	M. Yds.	Name.	Place.	Date.
131	1	26 1489	Titus,	Springfield,	Sept. 13, 1894
132	2	45 1530	Meintjes,	Chicago,	Aug. 13, 1893

Competition Flying.

No.	Miles.	Time.	Name.	Place.	Date.
133	1-4	:26 3/5	Sanger,	Denver,	Aug. 18, 1894.

Tandem, Standing, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
134	1-4	:26 2/5	Banker brothers,	Hartford,	Nov. 7, 1893

National Road Records.

No.	Miles.	Time.	Name.	Place.	Date.
135	5	12:55	Monte Scott,	New Jersey,	Oct. 12, 1894
136	10	26:07 2/5	"	"	"
137	15	39:30 2/5	"	"	"
138	20	52:51	"	"	"
139	25	1:05:21 4/5	"	"	"
140	50	2:30:40	A. E. Weinig,	Buffalo,	Sept. 15, 1894

The English do not recognize any distance less than fifty miles, and their records stand as follows:

No.	Miles.	Time.	Name.
141	50	2:07:15	A. A. Chase
142	100	4:39:28	A. A. Chase
143	212½	12:00:00	A. A. Chase
144	376	24:00:00	C. C. Fontain

Indoor Records.

No.	Miles.	Time.	Name.	Place.	Date.
145	1-2	1:05 1/5	Barbeau, "A,"	Philadelphia,	A. T.
146	1-2	1:07	"	"	Comp.
147	1	2:14 2/5	"	"	A. T.
148	1	2:20	Nat Butler, "B,"	New York,	Comp.
149	3	7:28	Roome, "A,"	Philadelphia,	"
150	3	7:28 1/5	McDuffie, "B,"	New York,	"
151	4	10:08 1/5	"	"	"
152	4		Roome, "A,"	Philadelphia,	"
153	5	12:39 1/5	McDuffie, "B,"	New York	
154	5	12:17 2/5	Roome, "A,"	Philadelphia	
155	25	1:08:31	Martin, "P."	New York,	"

Horse Records.

156	Robert J, pacer	2:01½
157	Alex, trotter	2:03¾

ASBURY PARK SHOULD GET IT.

Even the Quakers Realize that the Popular Summer Resort Should Get the League Meet.

PHILADELPHIA, PA., Feb. 11.—As the time for the holding of the National Assembly of the League of American Wheelmen draws near speculation is rife as to the outcome of the controversy regarding the national meet. Here in Pennsylvania, and, in fact, in the half-dozen states in this vicinity, the sympathy of the wheelmen leans toward Asbury Park, and it will certainly prove a great disappointment if the Bostonians are given the preference. The Asbury Park Wheelmen are sparing neither pains nor expense in their efforts to secure the meet, and as they met with signal failure last year they are determined to let nothing stand in the road to success. The Jerseymen are certainly a hustling lot, and deserve anything the League can afford to give them. Boston has already had two meets, while New Jersey has never had the honor of even one.

Where could a better place be selected than Asbury Park? True, Boston is a fine city and all that, but, taken as a whole, wheelmen see enough of the city from one year's end to the other and when they take their vacations and attend a national meet it is invariably with the intention of having a few days' recreation. The majority would no doubt choose easy going Asbury Park to the bustling and hot city of Boston.

The Asbury Park Wheelmen have appointed Messrs. Dr. I. G. Burton, J. D. Beegle, J. L. Cliver, and F. L. TenBroeck to attend the meeting of the National Assembly and make known the facilities of the town for taking care of and entertaining the wheelmen upon the occasion of the meet. The hotel people alone will subscribe $10,000 for it.

An Interesting Lot of Questions

on the subject was handed to THE BEARINGS' representative recently by A. R. Parsons, of this city, who is a prominent member of the Asbury Park Wheelmen. They are as follows:

1. Why should Boston have the meet a *third* time when New Jersey has never had it?
2. Why should Boston have mixed in last year, after having had the meet twice, and her state getting a vice-presidency, when New Jersey got nothing, and seldom gets anything?
3. Why should New Jersey be turned down continually when she always stands high and loyal in L. A. W. affairs?
4. Why shouldn't New Jersey have the meet, when New York for two years supported our claims, and New York hasn't had the meet for ten years, and New York City for twelve years?
5. Why shouldn't New Jersey have the meet, when Pennsylvania asks it for two years, *and Pennsylvania has never had the meet?*
6. Why shouldn't Asbury Park have the meet when she is the favorite watering place and play-ground of Philadelphia's and New York's pleasure and comfort seeking thousands?
7. Why shouldn't the Asbury Park Wheelmen be favored when they have such a proud record at their back and an untarnished reputation for generous hospitality and progressive activity?
8. Why shouldn't the seaside resort have it when she has every convenience and every ability to handle the meet?
9. Why shouldn't the cool ocean breezes and the innumerable pastimes of the great play-ground be more attractive to the L. A. W., than noisy, dirty, sweltering Boston?
10. Why shouldn't an ocean bath be preferred to baked beans on a hot summer's day?
11. Why shouldn't the sweet music of the rolling surges be preferred to Boston's philosophical dissertations, profound or picturesque?
12. Why should Boston want the earth when she hasn't enough beans to fill it with brains?
13. Why shouldn't the summer resort, *where even Boston's citizens go* to enjoy the delights of our charming drives, fishing, crabbing, sailing, bathing, boating, ocean promenades, active social pleasures countless amusements, and pretty summer girls—a whole city given up to pleasure—why shouldn't all this be preferred to a city that has little in summer to commend it but its ancient recollections?
14. Why should New Jersey, with all these claims, have to fight at all to secure what she is entitled to by right?
15. Why should the Boston peacock want to add another feather to its already large and elegant tail when the New Jersey eagle is crying for encouragement to live?

There seems to be a general flood of new bicycle papers in this city this year, for within the past month several have made their appearance and others are in a state of contemplation. The Century Wheelmen, who were the first to have a club organ, have made a great success of their *Centurion* and this fact has no doubt influenced others to fall into line. At any rate the Pennsylvania Club recently commenced the publication of a paper and now several members of that progressive organization are thinking of starting another.

The Latest Acquisition in the Journalistic(?) Field

made its initial appearance yesterday and is the result of the efforts of several members of the Quaker City Wheelmen. The paper is called the *Quaker* and is filled with matter which must be particularly interesting to the members of that organization. The little journal will be issued regularly under the auspices of the club. The editorial and business staff is composed of Joseph Estociet, cycling editor of the Philadelphia *Press*, Joseph Aschenbach, James Artman, business manager of *Cycling*, A. Estoclet, and James Carson.

The Williamsport Wheelmen, of Williamsport, Pa., inform THE BEARINGS' representative that they have elected the following officers for the ensuing year: President, U. Grant Elder; vice-president, Lyman A. Pray; secretary, Richard W. Scott; treasurer, E. H. Harder; captain, George M. Robinson.

This is the time of year that is generally prolific of new cycling organizations and that the present season is no exception to the rule is demonstrated by the number of clubs that have sprung into existence since the first of the year. The newest acquisitions to the already large list fell into line during the past few days, and promise to wield as much influence during the riding season as some of their elder brothers. On Wednesday night a meeting was held at one of the local halls, which resulted in the organization of a club that has already a prospective membership of over seventy.

Up in Port Richmond, in the northern part of the city, a club has been formed under the name of the Peabody Wheelmen. The club organized last week and elected the following officers: Captain, Harry Bright; secretary and treasurer, V. Brown; managing committee, W. Cottingham, A. Nicholas, J. T. McGowan, Alexander Reed, E. Hitchcock, Jr., T. J. Powers, John Grow, August Shurman, A. Spekator, E. Forrest, G. Steible, M. Teafe, D. Reed, H. Dickes, F. Chisholm, G. Bingham, and F. W. Davis.

The architect for the new front which is to be put on the Century Wheelmen's clubhouse on North Broad Street was at work on the premises last week taking measurements and otherwise

Arranging the Plans of the Building

so that work can be started as soon as the weather will permit and pushed forward as rapidly as possible. The new front will be built of pressed brick and terra cotta with rough brown stone trimmings to the second story, where a large bay window, extending across the entire front, two stories high, will be built in; the fourth story will be of brick. A loan of $20,000 has been arranged which will be used to pay for the improvement and a portion of the club's old debt.

The auditing committee of the League of American Wheelmen, recently appointed by Pres. Charles H. Luscomb, will meet in this city during the coming week and transact some important business. The members: J. J. Van Nort, Scranton, Pa.; J. Fred Adams, Massachusetts, and A. E. Mergenthaler, Ohio.

NORTH SIDE GETS THE ROAD RACE.

The annual meeting of the Associated Cycling Clubs, of Chicago, last Monday night was interesting. New officers were elected, the Myrtle Hopkins case disposed of, and the course for the annual Decoration Day road race decided on.

There was a large attendance of delegates, the rival sides all coming prepared for a hot fight. Routine matters were taken up first. Treasurer Roth read his annual report which showed that after buying sixty dinners for the delegates at $3.50 a head, the association still had a balance of $268.94 on the right side of the ledger. It cost exactly $734.52 to run the big race last year, and yet the A. C. C. made money. The committee to have an ordinance passed licensing repair shops reported that it had secured many signers to its petitions and that twenty aldermen had promised to support the wheelmen. Then came the surprise of the evening, the report of the committee appointed to investigate the Myrtle Hopkins case. Doctor Clark had a very startling report to make, one that interested every one, and made the wheelmen feel that they had "had their legs pulled." Doctor Clark had pursued his investigations as thoroughly as if he had been one of the famous Lexow committee. He showed that Miss Hopkins had deliberately played on the wheelmen's feelings and had "worked them for suckers." Since she came out of the hospital she has been having a high old time and has been "fired" from at least three different boarding-houses, the proprietors of which objected strongly to her conduct. She was in the habit of having young men come to her rooms and then drink beer and "make Rome howl." When Doctor Clark called on the young lady and informed her that the A. C. C. would drop her case unless she put everything into the committee's hands, Miss Hopkins thought a while and concluded that she would not press the case against Mr. Wells. Doctor Clark also reported that Miss Hopkins was a kleptomaniac and that the landlady of one boarding-house had found some of her towels in Miss Hopkins' trunk. Then Myrtle was in the habit of passing under the name of Mamie Traffenberg.

The fund raised for the girl was something like $750. Of this amount she has had $195 for herself, and she has spent it having a good time. There is still a balance of $312, and the A. C. C. decided to distribute this pro rata among the contributors.

The annual election of officers was uneventful. Frank J. Fanning was unanimously re-elected to the presidency; R. G. Fisher, of the Columbia Wheelmen, was made vice-president in place of H. P. Walden; H. M. Gardiner was re-elected secretary, and A. W. Roth was returned to the treasurership for about the eighth or ninth time.

Then came the battle. It wasn't such a fight as last year, and only lasted two ballots. McGuire proposed a course for a twenty-five-mile road race, starting from Grant's monument in Lincoln Park, going north to Belmont Avenue, west to Western Avenue, around Palmer Square to Humboldt Park, to Garfield Park, and thence to Douglas Park, making a mile and one quarter turn, and then returning over the same route to Lincoln Park. A. P. Peck entered the North Side course for competition, while H. P. Walden fathered the old Pullman course. There would have been a lively time had not a gag-law been enforced, and the course getting the smallest number of votes compelled to drop out after the first ballot. The North Side got thirteen votes, the South Side six, and the West Side five on the first ballot. Then the West Siders flopped to the North, and the next ballot resulted: North Side, eighteen; South Side, six.

The 100-mile record made by A. A. Hansen, of Minneapolis, last December will not be recognized by the Century Road Club, of America. The course was but four miles fifty rods in length, 2½ miles being asphalt pavement.

CONTENTMENT.

I ask not wealth or other weal,
Care not if fortune smile or frown,
While I've my good Columbia wheel
And little cot, just out of town
For when the dew is on the grass,
Where sun and shade alternate play,
And breezes loiter as we pass
Down the long and level well-kept way.
Though near the top of life's long hill.
And ready for its slow decline,
I feel again my pulses thrill,
And drink anew youth's nerving wine.
I see a green and pleasant slope
That satisfies my utmost need,
And capture health, and joy, and hope,
When aided by my silent steed.

A Fable.

Once upon a time a bicycle accosted a horse.

"Get off the earth," said the bicycle; "I am going to supplant you entirely."

The horse smiled.

"Nay, nay," it rejoined gently; "they can't make canned corned beef out of you, even though they may use your tires for sausage casings."

Hartford bicycles at $80 will have thousands of buyers who can not afford to get Columbias at $100, but who want to be sure of reliable quality. Reputation counts for much.

The Pope Catalogue.

The *American Athlete* says: "Æsthetic is the term most suited to the catalogue of the Pope Manufacturing Company for 1895. Of course something out of the way and "up-top" was to be expected from the makers of the Columbia wheels, and this expectation has been verified. The Columbia catalogue this year is really a book, and with happy thought its cover is an ideal creation that embraces the imagination of the Orient today, and the artistic handling of the mediæval period. That which lies between the covers is like a valley of pleasure dropped in between two hills of royal promise. The story of Columbia enterprise, worth, and phenomenal success is told plainly and forcibly, and whether the catalogue is looked upon as a literary effort, an artistic creation, or a scientific treatise its worth is patent and indisputable, and its publication marks an era not only in the history of the house issuing it, but in the history of cycling itself. It is in its own peculiar line a production that can find a place upon its merits, alike in the study of the millionaire and in the cottage of the artisan."

The Columbia catalogue can be had free by calling upon the nearest Columbia agent, or it will be mailed for two 2-cent stamps by addressing the Publishing Department of the Pope Manufacturing Company, Hartford. Conn.

A tandem pair were recently fined in Holland because the machine ridden had only one lamp and one bell. The rule is that a bell and a lamp per rider must be carried. A quadruplet is obliged to go about armed with four of each of these useful accessories.

Cigarette concerts are among the most deadly of English wheel clubs' winter entertainments.

Nowhere else is there such a force of skilled mechanics as that which devises and perfects the advanced construction embodied in Columbia bicycles.

A Handy Repair Kit.

The Hartford Rubber Works Company, Hartford, Conn., are receiving hundreds of orders for their very neat and compact repair kit for single-tube tires. It contains everything needful for making every kind of repair, is put up in a neat leather pouch, and the whole weighs but four ounces. The cost is 50 cents. It is something that the users of single-tube tires should not be without.

ALMOST GONE.

The demand for the Columbia Pad Calendar continues unabated. Of the many helps for business men there is nothing of more value or more useful. Each daily leaf teaches a quiet lesson on good roads and outdoor exercise. You will refer to it every time you grasp a pen, and will daily use it for mems. and the like. Be sure you get one before the edition is exhausted, by calling upon the nearest Columbia agent, or by addressing the Calendar Department of the Pope Manufacturing Company, Hartford, Conn. The price is 10 cents.

A prominent Philadelphia rider, the secretary of a large manufacturing concern, says: "The '95 Columbia is a marvel of mechanical beauty. Its lines and its finish are perfect. It lacks wings only."

Theory vs. Practice.

He'd obtained the highest station as a sharp on gravitation;
He believed the subject mastered and had laid it on the shelf,
But he found on learning cycling, he'd assumed too high a rating,
And he promptly, very promptly, took a tumble to himself.

—*Sporting Life.*

The Pope Manufacturing Company have virtually decided that no high-grade wheel can be sold in this country at a higher price than $100. Columbia price, you know.



Best of All!

Columbia

BICYCLES

The Standard for All.

HAVE you feasted your eyes upon the beauty and grace of the 1895 Columbias? Have you tested and compared them with all other makes? Only by such testing can you know how fully the Columbia justifies its proud title of the Standard for the World!

Any single model or equipment your taste may require—all $100. Tandems, $150.

HARTFORD BICYCLES

are $80 $60 $50. They are the NEXT-BEST machines to Columbias.

POPE MANUFACTURING CO.,

General Offices and Factories, HARTFORD, CONN.

BOSTON. NEW YORK. CHICAGO. SAN FRANCISCO.
PROVIDENCE. BUFFALO.

Columbia Catalogue—the most comprehensive and beautiful ever issued—is almost ready. You can get it free from any Columbia agent, or it will be mailed for two 2-cent stamps.

WHY NOT RIDE THE BEST?

THEY ARE

THE ARROW, CLIMAX, AND REX TIRES.

MANUFACTURED BY

THE EASTERN RUBBER MFG. CO.

TRENTON, N. J., U. S. A.

WRITE FOR "LIVING PICTURE" CATALOGUE.

RACING IN CALIFORNIA.

San Francisco, Cal., Feb. 4.—The pleasant weather continues and the roads are fast becoming fit for good road riding. The captains of the different clubs are preparing their lists of club-runs for the season and the country towns will be more frequented this season than ever before. If the truth were known, it is probable that several of the best hotels in the country derive most of their Sunday patronage from wheelmen and in several instances innkeepers have subscribed liberally for the prizes given at road races.

The Imperial Cycling Club held a road race on the Oakland-Haywards course yesterday. The race was for five miles and fifteen men started and fourteen finished, the fifteenth, Nat Hurst, colliding with another rider and being injured so that further riding was impossible.

The race of yesterday was the first of a series for a silver pitcher, to be won three times by the same man before it becomes his property. Peter Metcalf, a fifteen year old boy, won the cup for the first time, riding from the 1:30 mark. Frank Byrne, the club's best road rider, won the time prize from scratch in 14:52⅘.

The order of finishing for the first ten men is given below:

NO.	NAME.	HANDICAP.	TIME.
1	P. Metcalf	1:30	15:40⅖
2	A. L. Holling	1:30	16:00⅘
3	W. C Howe	1:15	15:59⅗
4	F. M. Byrne	Scratch	14:52⅘
5	J. Jaegeling	:45	15:41
6	J. S. Egan	1:30	16:29
7	C. W. Conger	:45	15:45
8	G. Panatio	1:15	16:42
9	J. Catanich	1:30	16:49
10	Nels Olsen	2:00	17:39

The Olympic Club Wheelmen held an ordinary run to the beach through Golden Gate Park yesterday, but only six riders had the courage to ride through the streets of the city on the old-fashioned machine. A large party of wheelmen on the modern safety

Accompanied the Six Old War Horses

on their ride. Several of the ordinary riders took headers, but nothing serious happened.

Capt. H. H. Martin, of the Bay City Wheelmen, will resign his office shortly on the advice of his physician. Captain Martin has done much to promote a friendly feeling among rival clubs, and has so far succeeded that very little animosity now exists. Cycle circles will lose for a time one of the most ardent supporters of cycling in this city, but it is probable that he will be able to come back into the fold before the end of the year.

The Bay City Wheelmen are having their clubhouse renovated and propose to have the best arranged rooms in this city before the carpenters and painters get through their work.

The San Francisco Bicycle Track Association, composed of the different clubs, is proving a great thing for racing men and aspirants for track honors. The track used is the old Bay City Wheelmen's cement track, and every afternoon and evening it presents a busy scene to the crowds that assemble to watch the men train. The formation of the association will prove a great thing to cycling in this city as it will be the means of making many converts to the sport.

The *Examiner* printed the following editorial last Friday under the caption of "Buy a Bicycle."

While the farmers of the San Joaquin valley are preparing to emancipate themselves from Southern Pacific extortion by patronizing a competing railroad, the people, whose chief transportation problem is that of taking themselves to and from their daily work, have a simpler resource. With them it is a case of every man his own railroad. The bicycle solves all the difficulties of local passenger service.

A workingman who lives at the Mission or the Potrero, and goes once each way every day between his home and the center of the city, pays the Southern Pacific $36 a year. Many people who do not realize that they are doing very much traveling pay $100 or more. A good bicycle can be bought for $60, and one of the finest quality for $100. Two years' car fare will pay the whole cost, and at the end of that time the wheel will be practically as good as new. Three dollars a year will cover the expense of repairs.

The price of bicycles has fallen one-third within the past year. There is still a good margin for a further drop before the manufacturers will have any need to operate at a loss, but the prices now, while not as low as they might be, are low enough to put the machines within the reach of everybody who can afford to pay car fare.

The bicycle rider is always sure of having a seat, either on his saddle or on the ground, and he never has to get up to offer it to a lady. He always has fresh air, and a corporation never sells standing room on his toes to other passengers at a nickel apiece. He is independent, never has to wait for a car, and never has to get out and walk, leaving his fare in the treasury of the company, when the cable breaks.

Bicycles are the pioneers of good streets. As they come in, cobbles, basalt blocks, mudholes, and rotten asphalt will go out. Moreover their manufacture is a new and flourishing industry, whose prosperity has bridged over the hard times for thousands of industrious workmen, and whose development promises great things for many varieties of labor.

Buy a bicycle.

The *Examiner* has done a great deal for the sport in this city and has secured several privileges from the park commissioners that were not enjoyed by cyclists before its columns were given up to their needs. Almost the whole editorial staff of this paper are devoted wheelmen and Mr. Hirst, the proprietor, has just returned from a cycle trip through Mexico with two other gentlemen of the staff.

"Zimmerman Abroad" is the title of a book J. M. Erwin (William Twinkle) and Zimmerman are compiling, and which will be out about the middle of March. The book will give in detail the experience of the Americans who invaded foreign parts for the dollars, will be thoroughly illustrated, and will doubtless take well with the thousands of admirers of our champion.

SPALDING TEAM'S PROPOSED CAMPAIGN.

Springfield, Mass., Feb. 12.—The Spalding racing team was in the city assisting at the opening of the new Spalding bicycle agency, and shaking hands with old friends. The team came from Philadelphia, where it was present at the opening of one of Spalding's largest agencies. From here they went to Bridgeport, Conn., to an opening, returning to this city for a short rest the last of the week. Sanger and Cabanne left late in the week for their western homes, but Shafer and Titus have settled here for a four weeks' residence.

Shafer has not definitely decided upon the team's work for the coming season, but said that he should, for the present, attend to the making of the racing wheels at the Spalding factory in Chicopee Falls, remaining here until the last of March. Then he will go to Chicago, call his team together, and leave for Birmingham, Ala., and begin training on a rough track to give the riders strength. After a month or so of the hardest work they will go to Louisville to work on the three-lap cement track. After two weeks' for speed practice the men will come here. That will get them here about the middle of May. The training will be finished here and they will be ready to go on the circuit. May 30 the season's work begins.

No Record Breaking Will Be Attempted

until the Springfield tournament, when Titus will try for the hour record again.

The Springfield Bi Club is preparing for an athletic exhibition some time this month. A subscription paper is now being circulated and, if sufficient encouragement is given financially, the exhibition will be given. Some scientific sparring and boxing will be attractive features.

The Massasoit Club is planning to give a "side show" some time this month.

At the regular monthly meeting of the Women's Cycle Club several new members were admitted and other routine business transacted. It was voted to hold a valentine party February 14. The club is now

Debating the Question of a Uniform,

but the kind of bloomers has not yet been decided upon. A monogram of felt in orange and blue, the club colors, is all that has yet been decided upon.

The Springfield Club and a club in Pittsfield have been having a series of bowling contests. Each team won one, and the series closed with a victory for Springfield by a score of 2,406 to 2,223.

A whist tournament is in progress at the Springfield Club which is creating marked enthusiasm among the players.

Edward Crowley, a local bicycle repairer, has made a change in wheel construction which may be of much importance. He does away with drop forgings, thus being able to use heavier tubing without increasing the weight of the frames. He uses eighteen-gauge where twenty-two to twenty-four is ordinarily utilized. He makes his wheel of tubing throughout, including the saddle frame, cranks, and hubs. In the head two small pieces of tubing are used for crossheads. Both back supports of the frame are detachable and at the rear hub the tubes are simply flattened. Crowley estimates that any wheel can be made five pounds lighter by this method, and he is preparing for a large sale. He calls it the Crowley Special.

MR. RAYMOND'S SIDE OF THE CASE.

Editor The Bearings: My attention has just been called to an open letter from Mr. Patterson, with reference to the non-delivery of prizes won at Wellsville, published in your paper a few weeks ago. A reflection is contained in said letter which would tend to show that I had neglected his interests. Since the gentleman assumes public letters in order, I will simply append copy of the final letter in his case, as the records of the board show, which will plainly indicate that the matter was carried to a successful conclusion, as far as my efforts were concerned, leaving nothing more to be done by me in the matter:

H. E. Raymond, Brooklyn, N. Y.

Dear Sir: We regret exceedingly that you have been compelled to call our attention to the facts contained in your letter of the 7th inst. Mr. Patterson's prizes are here; but were overlooked through the illness of our secretary, who took sick just after our meet was held and is not around yet.

Your letter was handed to me and the matter attended to.

Very truly yours,

The Wellsville Wheel Club,

Nov. 17, 1894. per C. R. McDonald.

I am sorry if the prizes have not been sent, but have no doubt the writer of the above letter will attend to it at once.

Yours truly,

H. E. Raymond.

"Ar Jay's" Mileage Last Year.

Seven thousand and thirteen was the editorial mileage for last year, as against 6,083 the previous year. We cycled on 307 days as against 293. Our longest ride was 207 miles as against 102; and our average daily mileage 22¾ as against 20¾. Our biggest month was 1,003 in September, and our smallest 214 in November, that being show time. This mileage would have been much higher but for over two months' residence in England, during which time we did little cycling. None of this distance was accomplished for the mere sake of covering so many miles. Since we commenced cycling in 1878 we reckon to have ridden 75,000 miles in Ireland alone. This entails some little experience of cycles, scenery, men, and manners.—*Irish Cyclist.*



No Guessing about this Bicycle.

It's a Victor

Haven't you heard about the wonderful Victor Dynamometer made by the Overman Wheel Co.? It's the only device in the world for measuring the actual power to run bicycles. That's how it happens that the Victor is the easiest-running bicycle on earth. The makers of the Victor are the only bicycle makers who don't have to depend on guessing to know what power a bicycle takes.



AT THE CORNERS, Feb. 5, 1895.—By visiting the cycle show in Madison Square Garden, New York, I learned a few things which I might possibly have learned at the Chicago Cycle Show, but did not.

Probably the current of this particular game was on the run at Chicago just the same as it was in New York, but it must have got lost among the the waste paper, because I didn't come in contact with it till I got mixed up in the doings at the New York show.

I was posing as a bloomer dummy for a cycle concern with an exhibit in Pneumatic Avenue, when a real newspaper reporter came along and spoke to me. He was one of the genuine type, just like I had read about in the *Weekly Saturday Evening*, and he carried a neat little leather bound note-book with gold-bound corners and a silver pencil. He wore his hair rather long and had a high forehead, indicating intellectuality. The badge, or star, indicating the paper he represented, was pinned on his necktie, and a little diamond-studded pencil-sharpener hung pendent from his watch-chain. His overcoat pockets were bulging with newspapers, some of which probably contained pieces which he himself had written. I knew he was a reporter, because that's just the way reporters must look, if Fiction has any right to holler down Fact's rain barrel.

"This is quite a show," said the reporter as he laid his hand on the best bicycle in the world. I had heard that expression, and been a witness to its being overworked so outrageously by people at the Chicago show who couldn't think of anything else to say, that, if I hadn't been so much impressed at being confronted by a reporter, I should have probably replied with, "Yes, so I wrote home," or some such repartee.

I said I missed awfully Barnes' living pictures, which I had admired so much at Chicago, and he asked me whether I didn't want our display written up. I told him I didn't know what that was, and I wasn't sure our boss would like it, but I would ask him. "Say—look here," says the reporter, as I was about to go and get the boss out from behind a potted century road club plant—"you needn't bother him, because I know he wants what I want to give him."

"You see," he continued—and by this time he had lighted a cigarette, and had spat four distinct spats on our Turkish carpet—"you see, I'm the representative of the *Weekly Inner Tube*, having an office in the Whole Earth Building, Newspaper Row. Of course you'd like to have us say something nice about you if we say anything, because we are as powerful as prussic acid, and our circulation is never affected by cold weather."

"Well," says I, "you write a piece about us, saying what a fine place we've got and how good our bicycles are, and if it suits us you can print it."

"Very well," replied the reporter; "but I've got the stuff all ready now."

"Stuff!" says I.

"Yes, stuff," says he; "that's what we call it. Of course it's not stuff in the ordinary sense, but good readable matter. We only call it stuff for convenience and brevity—a newspaper term, you know."

"Let's look at it," said I (as the doctor says when you bring him a sore throat for inspection). Then that reporter laid out his already-written story about our booth, and wrote the name of our concern in the blank space he had reserved for it. He had blank spaces in which to fill out width of bracket, length of inside seam for trousers, range of gear, weight of machine with or without front or rear wheel, and all the other features by which each one of the many best bicycles in the world is distinguished from all the other best bicycles in the world. It looked like one of those blanks the physicians fill out in your behalf when you are about to be confined in an asylum. After he had fixed the thing all up, he wrung my hand, said I was looking well, and as he started away turned and said, "Oh, by the way, you can use a few copies of the paper in which we speak of your exhibit. I'll send you over a few copies and of course I'll have to charge you for that —'bout 10 cents a copy, likely."

After he had gone away I told the boss how I had arranged for some good advertising and how it wouldn't cost anything—only have to buy a few copies of the paper, and he said I had a head on me like a tack.

* * * * *

We had to move all our bicycles and pile the chairs on the desk to make room for that package. It looked like a bale of cotton or a shipment from a jobbing house. We got out our bale hooks, claw hammers, can openers and knives, and opened that young ark which the freight handlers had delivered to us.

Two thousand copies of the "Weekly Inner Tube," and a bill for $200! That's what the package contained.

There we were with 2,000 copies of that "free ad," a big bill to pay, and a prohibition from the management holding over us that we would not be allowed to distribute any of them in the building. The boss and I took a long look at each other, and then he said to me, "Young man, you are too bright to give your time as you are now doing; I will have to hire you as an expert advertising man."

The New York Cycle Show was supposed to have been patronized by the "400." I went about the place looking for some sign by which I could tell a 400-er from anybody else. I wish the 400-ers would wear their figures on their shirt fronts, or wear a club badge of some kind, so that we, who are never permitted to meet a 400-er at the same lunch counter, would know what one looked like. The 400-ers ought to have an official organ something like the—well, we've got a skeleton in our closet now.

I heard a club verse while I was at the Garden, which ran something like this:

Who are we?
We come to trouble you.
We are the boys of the K. C. W.

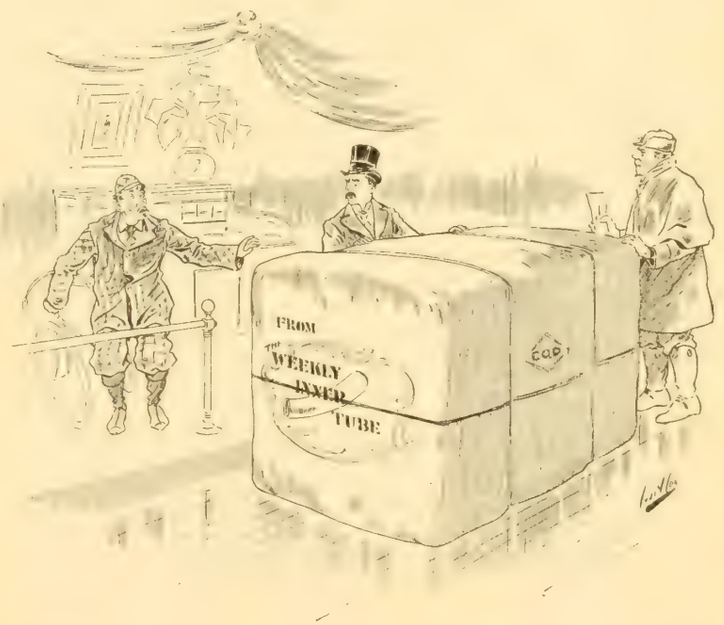
The eleven or eight young men who were chased by the management for shouting those nice little verses were told afterward that the 400-ers didn't like to hear such things, it offended their 400 tastes.

The 400 was probably there. I could not, however, make up my mind just which of the many people I saw were of the 400, so I had to be content with looking at, and associating with, the good looking people who seemed to constitute the connecting link, or middlemen, by whose kind ministries and good looks the hoi polloi and other common folks were enabled to get near the real 400.

Of such, I might name A. Callahan Child, Charley Rambler Schwalbach, Arthur Newberry Zimmerman, E. Cote Molly (say, Wilcox, tell a long suffering cycle public how to spell that), Zar Slusser, Charley Vanderbilt Sheehan, Manager Sanger, and others.

There were very few high wheels to be found at the recent cycle shows. That style of bicycle seems to have gone out of date. There are a few of them in use in Philadelphia, and I understand that Billingsley, of Illinois, still rides one.

But pride has come down in the last few years, and as the *Recorder* would say in a technical description, one's brains are now brought a little



nearer the dashboard. I didn't see any Lillibridge saddles, and was told that Lil was not making saddles any more.

I kept thinking about that cuss who sold me the 2,000 copies of his newspaper. Wonder how many other fellows he caught beside me. Those sharks who go around the country towns selling a 12-cent box of soap for a dollar, and agreeing to deliver a beautiful set of dishes a week later, are sweet innocents compared to this duck who does the newspaper act.

I have been since told that I had an erroneous picture in my mind as to what a reporter looks like, and honestly, only yesterday I saw a general-alarm fire and police reporter who wore a shabby outfit of clothing and took his notes down on the back of an old envelope with a stubby old pencil.

The dinner given by the joint purse of the *Referee* and BEARINGS was quite a success. I might say that a very enjoyable time was had. Although the affair has been ably described upon Georgie's slate, I will say that there were nineteen of us gathered around the table, and the only one out of the entire nineteen who was disappointed was Dai Lewis, who had been told such big stories about the champagne that was to be opened that he brought a towel with him. It doesn't seem right to raise a man's expectations so high that when he has to let them fall they almost break friendship in the descent.

WILLIAM TWINKLE.

NEW YORK NEWS NOTES.

Assembly Meeting Will be an Interesting One—Zimmerman's Adventure on His Trip to Chicago.

NEW YORK, Feb. 11.—Next Monday the National Assembly meets at the Grand Union Hotel in this city. More interest seems to center in this meeting than has ever been the case before, many important points being down for decision on that occasion. The constitution of the League will be carved and butchered unmercifully, and the negro question, *The Bulletin* story, and several other matters will be rehashed and talked over. Racing board moves will be watched by a certain class (perhaps the majority) with no small amount of interest, and then the selection of a place to hold the League meet, the election of officers for the ensuing year, and "lots of other things" will make this the most interesting meeting of the national body since the initial convention of that organization.

Chief Consul Elliott, of Massachusetts, has prepared the following amendments to the constitution, which he will offer at the proper time:

First—That section relating to the objects of the association will be so changed as to include the control and promotion of track racing.

Second—Article 3 will be so altered as to include beside wheelmen, "any other person who is interested in the causes which the League represents."

Third—That part of the constitution referring to the League year will be so amended that an application for membership may be received and the application be made at any time, and the membership, instead of expiring with March 31, as at present, will be continued one year from the date of acceptance.

In addition to these, Mr. Elliott will move that the National Racing Board adopt a regular schedule of prices for race meet sanctions, so that the necessary expenses connected with the running of that board be paid therefrom instead of out of the L. A. W. treasury. Still another clause to be proposed by the *Good Roads* editor will be the admission of all persons, whether wheelmen or not, who are interested either in cycling or the improvement of the public highways.

Every fair-minded delegate will vote for Asbury Park for the meet, and when the convention has ended observers may expect to witness a grand procession of Bostonians stealing out the back door of the hotel and chasing after the first train back to their home. Boston cycling papers and dailies argue that they have done *so* much for the L. A. W. that they deserve the plum they are seeking. If they have the welfare of the League at heart to such an extent why not prove it by sending the meet to a place where it will benefit the L. A. W. By doing that they can prove to many an incredulous mind their sincerity in this thing and their right to stand up as a benefactor of the organization.

One of the Boston meet committee said to a party of friends during the cycle show that he for one hoped the Asbury Park people would get it. When asked "Why?" he replied, "Because I am an old-time Bostonian and I know what League meets mean. They mean hard work for the local wheelmen and an enormous expense, whereas if Asbury Park gets it all the Boston crowd will escape the work and expense, and really have a more pleasant time."

What a Pacemaker is.

An Algerian newspaper, published under the title line of *The Petit African*, printed the following startling bicycle note recently:

A cycle track is two straight and parallel lines connected at the end by circumferences of thirty yards radius. The pacemaker is a cyclist who does not get tired, and who maneuvers near his comrade, encourages him with his voice, and hands him something to drink when he is dry; he rides ahead of him to give him an idea of the speed he has lost, and at the same time tries to hinder those who attempt to get ahead of his man. It is at the banked turns where the real conflict takes place by launching rapidly to reach the top and descend like lightning while the bunch remains at the bottom, and who try to hinder the plan of their comrade, who tries to leave them.

The Powers brothers and Miss Theresa Powers, who created such enthusiastic applause during the recent show here by their laughable and extremely ludicrous entertainment awheel, are appearing at Tony Pastor's Theater this week. They are duplicating the "hit" scored by them at Madison Square Garden, and are warm public favorites in Gotham.

The Greenwich Wheelmen, at a recent meeting, decided to hold another race meet this year in June. It is to be hoped that better management will prevail at this tournament than was the case last year.

It seems quite probable that the Intercollegiate Athletic Association will form an association for the government of collegiate cycling. The laws of the Amateur Athletic Union are not recognized by the Intercollegiate Association in the government of its athletics, but the L. A. W. is invariably recognized so far as cycle contests are concerned. It took eighteen trial heats to run the championship bicycle event last year at the intercollegiate games, and as a field several times as large seems probable this season, the association favor an intercollegiate cycling organization of some kind yet to be decided upon. Of course if this thing is really done the chances are, that the L. A. W. will refuse to sanction any of the meets under which conditions such as these prevail, but if an agreement can be reached there does not seem to be any real objection to advance.

In conversation with "Ned" Oliver recently, that genial and well liked gentleman expressed himself as follows regarding business:

"We are doing first rate in every particular. Every competitive dealer who struck the New York Show was brought into camp by us. I never saw anything like it. We placed agencies everywhere. We were particularly gratified at the cordial support received from old friends. It seemed to me as if every high-grade maker in the show was throwing business in our way. When big-hearted H. A. Lozier took off his coat and went to work for the Elmore line of machines, we felt like returning home and leaving our business in the hands of our friends."

On Zimmerman's recent trip to Chicago the acquaintance of a young man, to appearances a collegian, was made, as acquaintances will be made en route from one city to another any distance away. Zim and THE BEARINGS' man who accompanied him sat in the smoking compartment of their sleeper as the train sped on from Syracuse to Buffalo, and the young man with blonde hair and fair complexion dropped in, likewise to enjoy a smoke. Overhearing the conversation between the two first-named personages, who were chatting over cycling in general, the young man said between apologies for breaking in: "I beg your pardon, gentlemen, but you were talking about cycling I believe. Now do you know I was over to Europe last year and while there—were you ever there?"

"Yaas," drawled Zim.

"Well, while I was in France I attended some races at Velodrome Buffalo, and—did you ever witness a bicycle race?"

"Oh, yaas, yaas," replied Zim, all attention.

"Well, say, I am a racing man. I am one of the best racing men in the United States, dontcherknow. Did you ever race?"

"Yaas, oh yaas," sung Zimmy once more, with just the faintest sign of a smile hovering around his eyes.

"Well, to continue with my story. While I was in Paris I met this—eh—fellow—eh—Zimmerman. Did you ever hear of him?"

"Once," smiled Zimmy.

"Say, he is a deucedly nice chap, dontcherknow. We were together all the time I was in Paris. He was awfully sorry to have me go away."

"Oh, by the way," broke in THE BEARINGS' representative, who had been listening intently to the conversation, "you are the fellow who beat that—what do you call him—eh?"

"Who do you mean? Zimmerman?"

"Yes, that's the name, Zimmerman. Did you ever defeat him in a race?"

"Oh yes, easily. Never tried it but once, and that was the easiest thing I ever did. Say—"

But Zimmy's eyes were blazing, and as his hand made a pass into his inside vest pocket the champion remarked:

"Here, you, I've got a thousand there in that roll," showing the boy a fist full of greenbacks. "I'll just bet you the bunch against a $10 bill that you are not a racing man; I'll bet as much more against a $5 bill that you are lying, and I'll throw this ring here in against a Canadian 10-cent piece that you wouldn't know Zimmerman if you saw him."

The young man said in a trembling tone that he would take all the bets, and started for his berth in the sleeper to get the necessary amount to cover with, when his eye rested for one minute on a traveling bag in seat No. 4. He stooped over and examined it closely, reading the various tags and pasters all over it, and then, as the porter came along, the youth put the question:

"Whose grip is that?"

To which the porter, proud at having a chance to speak the name, answered: "Dat grip, sah, b'longs to Mistah Zimmerman, dar champeen bicicke rider. Dat wus him you wus atalkin' to yonder in th' smoker."

Well, the tow-headed youth never came back, although Zimmy waited five, ten, twenty minutes, and not one word escaped him. Finally the porter came along and volunteered the information that "Tha gemen 'peered mighty scart like when I mentshoned tha name of Zimmerman tew him. Hua, hua, hua, deed he did, honey; deed he did."

And all Zim said was, "Gee whiz. Well, I'll be gosh darned."

Fully two dozen new bicycle clubs have been organized in this city and Brooklyn during the past six months, the most recent of which number is the National Bicycle Association, with club rooms at Sixth Avenue and Twenty-sixth Street, New York. Eighty odd members comprise its roll at present.

So brisk has business been at the riding schools hereabouts of late, that the Bidwell-Tinkham Cycle Co. have found it necessary to secure larger and more convenient quarters for their rapidly increasing number of scholars. For this purpose they have arranged for the use of the Berkeley Athletic Club gymnasium on Forty-fourth Street. There is an eighteen-lap practice track around this floor, which makes it peculiarly adapted to its present use.

W. B. Young is in New York resting and getting fit for this year's campaign on the circuit. Recently a young man, of apparently Hebrew extraction, who appeared to be more or less wrapped up in a combination, or mixed ale trance, approached Willie, and between hiccoughs volunteered to play Young a game of pool to see whether he (Young) should give "Mr. Isaacstein" $2.50 or $3 for a magnificent gold watch, which he made "Bill" believe was actually worth $100. At first the irrepressible trainer of champions thought the fellow was joking, but when he later on became convinced of his sincerity, he obligingly agreed to go him—just once. The game was played, and Young won. He handed the Hebrew $2.50, pocketed the watch in return, and then suddenly realizing that perhaps the loser might change his mind regarding the watch, hurriedly left the place and boarded a passing car. When he had gotten what he considered a safe distance from the poolroom, he alighted from the car and went straightway to the office of the *American Wheelman*, where he related the story of how he won a solid gold Julius Jurgensen for $2.50. Then taking the watch from his pocket for the first time, he looked at its dial and found that it had stopped. He attempted to wind it, but it was not a stem-winder, being one of the old-fashioned key style. After considerable shaking he accidentally dropped the watch on the marble floor, and picking it up with the expectation of finding it wrecked, he found that the fall had started it. He

then sought to set the hands, but there was no way of doing this without breaking the crystal. Willie then put the timepiece silently away and left for home. At last reports the watch was still running and Young was vigorously at work selling raffle tickets among his friends at 10 cents each, on "a solid gold Julius Jurgensen watch." Confidentially if some one would offer him $1 for the "prize," he would greedily accept it, and would even throw in a watchchain for luck.

W. Shaw, the tire expert, is in charge of the New York Tire Co.'s mechanical department. Mr. Shaw has been favorably known in the trade for a number of years as one of the most thorough students of "tires and their construction" in the east. In him the New York Tire Co. have a valuable as well as a popular man.

The stockholders of the South Orange Field Club, Orange, N. J., will erect a new $10,000 clubhouse on the site of the old one which was burned to the ground some time ago. The club dues will be raised from $6 to $12 per year, and all applicants must accompany their applications with the dues for the year in advance, to be returned to them if their name is not accepted. Rigid rules regarding members in arrears with their dues will also be put into effect at an early date.

Olozaga and Allen, of the Atalanta Wheelmen and the Brooklyn Bicycle Club respectively, are fighting a battle royal for first position in the bowling average contest. Olozaga's figures are 176, while Allen is only one less. Both men are making desperate efforts to win the trophy offered, and some grand work is being done.

It seems probable that the wheelmen of Jersey City and Newark will co-operate and have a cycle path built connecting those two cities. What a boom that would give cycling in both places. Hundreds of wheelmen living in Newark who are in business in New York would ride back and forth to business then daily, and that the trade in general would be greatly benefited there can be no doubt. It is to be hoped that the matter will be agitated in true wheelmen style.

A. G. Spalding & Bros. will open a permanent up-town branch to their store soon, which will be devoted entirely to the bicycle business. Temporary headquarters are established now at Forty-second Street and Fifth Avenue under Geo. R. Bidwell's management. The Spaldings intend to surprise the sporting public as soon as possible with a gigantic branch store on Forty-second Street that will totally eclipse anything ever heretofore attempted in the way of sporting goods houses.

CLEVELAND'S WIDE-TIRE AGITATION.

CLEVELAND, O., Feb. 11.—The wide-tire question is again agitating the city council and at last week's meeting the following ordinance was introduced:

It shall be unlawful for any person or persons to transport, haul, or convey, or cause the same to be done, a load, weight, or burden over or through any of the public streets or avenues, or alleys of the City of Cleveland on any wagon or other wheeled vehicle having a tire of less than the following widths for the following loads in ton weights of 2,000 pounds, the weight of the vehicle included: On four-wheeled vehicles for any burden exceeding 1½ tons weight, and not exceeding 2½ tons weight not less than 3½ inches in width. Exceeding 2½ and less than 6 tons not less than 4 inches. Exceeding 6 and less than 8, not less than 4 1-2 inches. Exceeding 8, not less than 5 inches. On all two-wheeled vehicles used for like purposes the tires shall be as follows: Exceeding one ton and less than two, not less than four inches, weight of vehicle included. Exceeding two tons, not less than five inches.

It was referred to the board of control.

F. Howard Tuttle was in town last week and before leaving he signed the Johnson brothers, L. C. and E. C., for the Stearns team for '95. The boys have already been nicknamed "Too much Johnson."

The annual election of officers of the C. W. C. occurred last week and as predicted almost all of the old board of directors were retired. The "kids" had a walk away and elected whom they pleased. The ticket elected is as follows: President, B. J. Hamm; first vice-president, H. A. Sikly; second vice-president, F. F. Andrews; treasurer, J. H. Collister; secretary, Alfred McNamara; captain, C. F. Storey. They were elected without opposition. For the board there were nineteen candidates with eight places to fill and the following pulled through: M. L. Goss, C. E. Vaupel, G. E. Myers, W. A. Crawford, Ben Ireson, W. H. Smith, W. H. Rogers, and J. L. Fountaine. The meeting was perfectly harmonious, which gives the lie direct to some of our daily papers, who have been trying to impress the public with the fact that there were two pugnacious elements in the club and that a meeting between them was sure to end in a disgraceful row. At no time during the meeting was an antagonistic feeling manifested and the election will go into history as the most quiet on record.

Dave Cottom has made the first century for the C. W. C. this year. The run was to Geneva and return, through the snow, and 7:21 the actual riding time.

The Winton Biclorama, on Erie Street, was opened to the public on Tuesday last and the attendance was large in spite of the severe weather. The company has spared no expense in the fittings. The walls are still hung with the huge landscape paintings that bespeak its former use as a cyclorama and the effect while riding is pleasing to the eye. The floor area is 14,000 square feet, and the circumference about thirteen laps to the mile.

A local bicycle dealers association will probably be formed in this city shortly, the principal objects of which will be to maintain prices, to keep each other informed of persons who buy wheels but do not pay for them, and to adopt a system of keeping a record of all wheels repaired in order to help toward their recovery if stolen.

E. C. Bode, who now makes his headquarters in this city, threatens to do some track racing the coming season.

LADIES ARE INDIGNANT.

They Now Want Revenge and Will Make it Warm for the Male Members of the Massachusetts Bicycle Club.

BOSTON, Feb. 7.—At last that "woman" amendment to the constitution of the Massachusetts Bicycle Club has come up for action and is not yet settled. At the annual meeting, which occurred last Tuesday night, it was very nearly Wednesday morning before the club adjourned. The regular ticket put into the field by the nominating committee was opposed by a ticket from the ladies, who had apparently determined to blockade and resist and make all the trouble possible.

The thing that is breaking the ladies' hearts is the fact that the amendment excluding them from membership was offered by Lon Peck, who has always been supposed to be their stanchest champion. But when they would not be reasoned with—the seventeen of them, which number, by the way, comprises the entire female membership of the club—even Lon had to admit that they were not in the right of it.

So he put in the amendment, and under the constitution it will have to go over till another meeting. It provided that hereafter no women shall be admitted to membership in the club. While it is not retro-active, and does not turn out the members already in, it is supposed that they would naturally resign. It is very evident to any one with half an eye that the ladies care nothing for membership now. Their war cry is revenge and this animates their stand in this matter. This called out, however, a spirited discussion. The question of securing a proxy vote on the matter to be presented at the special meeting, February 15, was hotly discussed and the legality of such a proceeding questioned. A committee was appointed to secure legal advice on the subject and move in the matter within seven days. This committee has begun to secure proxies and it is therefore surmised that the advice received was favorable to such a step. There is no doubt that the amendment will pass.

In this same connection the executive committee was empowered to expel a member without bringing the matter to the vote of the full club. There are those who say that if they had had such a power before, this matter would never have come to light to split the club.

The following officers were elected—the regular ticket, needless to say: J. Emory Tippett, president; E. W. McGlenen, vice-president; W. Stanley Campbell, secretary; J. W. Swan, treasurer; A. D. Peck, captain; Geo. B. Arnold, first lieutenant; Melvin McFarland, second lieutenant; Bertram Perkins, third lieutenant; Roger Conant, George A. Wilson, Edgar P. Plummer, executive committee.

The Negro Question is Agitating the Colored People

here in this city. They are making a great deal of capital out of the question, and are looking forward now to the mass meeting of the National Colored League which is to be held in this city next week. They hope to have present some of the prominent members of the Massachusetts Division, who will speak on the question. Many interviews have appeared in a Boston paper from some of the well-known wheelmen, all in favor of the proposed amendment letting the colored brother back inside the fence again.

Fred J. Titus was in town this week. He was here on a flying visit, but had time enough to chat with THE BEARINGS' correspondent regarding the men and their work this year. In regard to the Zimmerman-amateur-fold incident he says that he has no doubt but that Zimmy is going to start on his trip round the world as rumored. Said he: "Zimmy has an offer of a good salary, all expenses paid, and 25 per cent of the gate, together with what prize money he can win. Australia is considered a good field for cycle racing, and he expects to clear altogether—his salary, his tire salary, and his gate and prizes—about $28,000. If conditions are favorable in Japan he will go there, where the amateur record is 2:41. Banker will continue to race in France, and if Charley Murphy concludes to become a professional, something he is now considering, they will have to divide honors.

Tyler will continue with the Union people, and I understand that they are now looking for a team mate for him. Johnson will train at Louisville with Harley Davidson. Eck will handle them, and Eck says he believes that Davidson is another Johnson in speed.

Titus says that

The Track Togs of the Spalding Team

will be peacock blue with orange trimmings, with the words "Spalding team" across the chests. Sweaters will be of orange and black, with striped caps of the same colors.

Chief Consul Sterling Elliott has made arrangements for the transportation of the Massachusetts delegates to New York. They will leave Boston Saturday night, February 16, and go to New York over the Fall River line, reaching New York Sunday morning at 7:30. They will have a private car to Fall River, and a special menu on the boat with "remarks" from the pen of Mr. Elliott. It is an interesting fact that forty-one out of ninety delegates who were at the last assembly will be there this season. As the assembly voted last year that it was the sense of the meeting that Boston should have the meet this year, it will be interesting to see how they will vote this year.

The Consolidated Cycling Clubs have a big ball on hand for which they have hired the biggest hall in the city.

Alton Porter, the four-year-old racing man, has had a new wheel built. It has a thirteen-inch frame and weighs nine pounds. This is with road tires, and racing tires would pull the weight down still farther. The boy's father is looking for challengers now in a class race. He wants about 100 yards from Tommy Shepherd, the six-year-old Hyde Park racer.

The Bearings — The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTERESTS OF THE FOWLER WHEEL

VOL. II. CHICAGO, FEBRUARY 15, 1895. No. 24.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRA GHT TO THE LINE. LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to The Hill Cycle Mfg. Co. 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

GRAB HIM QUICK.

While not particularly interested as to whether Boston or Asbury Park gets the '95 League meet, we can not refrain from giving the Asbury Parkers a tip:

Col. Barrett, in last week's *Bearings*, has this to say: "Then there are the pretty girls who have made Asbury Park known the world over. Your League member would enjoy nothing better than a moonlight stroll along the famous boardwalk with a pretty girl on his arm, the sound of gentle waves breaking on the shore, and everything conducive to love making." Gentlemen of the Ways and Means Committee of Asbury Park, endeavor to get the meet. Hire Col. Barrett immediately to run a corner on all the "pretty girls" in and about your diggings, and then notify L. A. W. members that each one attending the meet will be provided with the said pretty girl, that the boardwalk will be at their disposal after sundown, that the electric lights along this famous walk will be taken down during the week, and the meet's yours.

You'll win in a walk. You'll have the largest attendance of any meet in the history of the League. Just think—pretty girl—boardwalk—gentle waves—no interfering lights. Oh, what a card.

GOT ALL THEY WANT.

So says a firm who have the past two seasons employed possibly as large a racing team as any concern in the country, and the cost of their team has been estimated by the press to have equaled $12,000, some say $15,000, others higher. 'Tis particularly gratifying to us to hear this news. When a firm follows out a line of policy and unmistakably wins from every standpoint, it resolves itself, not into a case of luck, but a case of sound business judgment.

When competitors got "daffy" on the Class B racket, and went skurrying hither and thither for a sugar-coated professional or two on whom to throw away lots of the good hard coin, we made up our minds that while a good thing would stand pushing along, and ought to be, it did not for one holy minute reflect a mite of credit on any maker's wheel, to hire some men to ride it to victory.

We came out flat footed and said what we believed—and we kept at it, too. The longer the "B" craze (among manufacturers) was on, and the more of an opportunity we had for judging the result of money spent in that direction, the more heartily we slapped ourselves on the back, and the higher our hats were thrown into the air in our joy over the fact that we hadn't "put our feet into it."

If it is good advertising we are all looking for—didn't the Hill Cycle Mfg. Co. get more out of its stand against the scheme (even if it believed in it) than did any employer of a team? Early in the game some said, "You people are crazy, you are preaching your own funeral sermon, you ought to do it for a matter of pride," etc., etc. "Hold off a bit," said we. "We may be crazy, it may be business suicide, and our pride may suffer, but we think we know our business." It is all very nice to talk of pride and the like, but pride does not settle pay rolls, discount bills, or buy grub.

The $$ continued to pour in to the support of teams, and we continued to cry it down. Now the question comes down to this, ***which policy was the winner?***

The fact that this company today has every wheel sold that they can deliver, and with less actual days traveling to accomplish it, we believe, than any other bicycle manufacturing company in the country, not only puts an unmistakable stamp of approval on the business policy of this company, but reflects the esteem in which The Fowler is held by responsible agents throughout the country in stronger terms than it is possible for pen to describe

The Class B question is but one of a great many that enter into the category of problems for bicycle manufacturers to solve. This for one of them, we believe we have arrived at the correct solution. Don't you think so?

OH YES, WE DID SOMETHING.

The Pyle Cycle Co., of Wilmington, Del., came to the New York Show, and, after looking things over a deal, said, "Drop down to see us." If there's one place we prefer dropping more than another it is at the city on the Brandywine, where Victor R. Pyle and his able assistants, headed by T. C. Bradford, hold sway. After talking the matter over for a day the result determined on was: Pyle Cycle Co., general agents of The Fowler for Delaware, Maryland, Virginia, and southern half of New Jersey. They gave us a ***century*** order, and they expect to double it easily. They have handled The Fowler for two seasons, and know what it is. T. C. Bradford, one of the best posted and most successful of salesmen, takes the road at once in the interest of The Fowler, and all communications from the above territory should be addressed to Pyle Cycle Co., Wilmington, Del.

A PREDICTION.

There will be a bicycle "famine" by April 15, 1895, unless all signs fail. Naturally you would suppose from the assertion that the cycle factories of this country were not large enough to manufacture sufficient quantities of wheels, but that is not the basis for our statement. The supply of tubing, forgings, and rims is not sufficient to meet the demand, and there is trouble ahead. Agents, heed this warning—it is full of meaning.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ST. LOUIS' MODEST SHOW.

It Was Quite an Event, and the Whole Town Turned Out to See the Exhibition of Cycles and Tires.

ST. LOUIS, MO., Feb. 9.—When they decide to get a genuine move on, depend upon St. Louis turning out something *par excellence*. The cycle show given under the auspices of the Associated Cycling Clubs was a grand success, notwithstanding the opposition of the Pastime Athletic Club, who claim to control cycling in this town. The show opened on the 7th, continued two days, and was a success in every particular. Much to the surprise of the exhibitors a strong contingent of Missouri, southern Illinois, and southwestern agents came to the show, and the jobbers were enabled to do a business that more than paid them for the expense necessitated by the display. Mayor C. P. Waldridge opened the show with an address, and said: "I have been honored with the mayoralty for two years, and in all that time have not once been asked to remit a fine for bicycle riders, which is more than I can say of any other element. I believe the bicycle has done more to advance the present generation than aught else. Years ago I was approached by statesmen in reference to railways, but last year they switched to roadways, and I consider the bicycle and bicycle riders responsible for the change. Cycling is undoubtedly conducive to good morals, and the great army of bicycle riders will eventually bring about good roads, which means the improvement of the country in general. The greatest evil of local wheelmen, I have abolished—I refer to the excessive sprinkling of the streets (great applause). I wish to place myself on record as being in full sympathy with the wheelmen of St. Louis, and willing to do all in my power for the advancement of their interests. They have been more than reasonable in the past, and they deserve and shall have the co-operation of the mayor's office." The speech was concise, but to the point, and met with the full approbation of the listeners.

Aside from Bert Harding, of DeSoto-course fame, "Dute" Cabanne, of last year's Cleveland team and this year's Spalding team, was the only racing celebrity present. Smiling Tom Hay, of Indianapolis, was present at the exhibit of the Corfee & Duff Cycle Co., and talked Outing for all he was worth. Corfee & Duff, in addition to the Outing, handle Shapleigh's line of Syracuse wheels, Shapleigh Standards, and Rugbys at retail. Their stand was very prettily arranged and decorated with potted flowers and plants. Mr. Watson, of the Diamond Rubber Co., of Akron, Ohio, exhibited a full line of tires. The Dunlop company had a very pretty exhibit with blue and white decorations (the St. Louis Cycle Club's colors) and with "Billy" Perrett in charge. Perrett was very busy explaining the '95 Dunlop, and had all he wanted to attend to, considering he had just arisen from a bed of sickness. Genial Gus Shapleigh presided over the exhibit of the Shapleigh Hardware Co., who displayed a full line of the celebrated crimson-rimmed Syracuse, embracing tandems, racing wheels, their "special" wheel, their special Thelma ladies' wheel, and their regular road wheels. Among the tandems was one which created considerable interest as well as amusement at the Chicago show, having 3½-inch Palmer tires. This is going to be a popular wheel for tourists. The other wheels are too well known to require an extended description, but they are all of that high class of workmanship and beauty of finish which characterizes the Syracuse line for 1895. The display itself was a poem in crimson, the decorations all being of that color. In the center of the display was a huge ball made of crimson rims; inside the ball was a white star with the word "Syracuse" shining brilliantly by the aid of an electric lamp, both laterally and horizontally. The Coburn family were in attendance and were kept busy answering questions relative to the merits of the '95 wheel.

The International Mfg. Co.'s America was in the good hands of A. Hoffman, who handles this most excellent machine at 2501-2509 North Fourteenth Street. Mr. Hoffman is quite an enthusiast, and was kept busy showing the many good points of the excellent machine. The Laing Cycle Co. exhibited the Rambler, Eagle, Ben Hur, and Eclipse, with Mr. Laing and "Bud" Weaver, the crackajack of the St. Louis Cycling Club, in charge. Mr. Laing exhibited a gray eagle which had been killed in southern Missouri by Mr. Weaver. The bird had passed through a taxidermist's hands, and weighed exactly four pounds. Mr. Laing, with the enterprise characteristic of him, had tacked on a sign as follows: "The Eagle, four pounds, and thoroughly guaranteed," and it was *the* hit of the show. The E. C. Meacham Arms Co. had Manager Hildebrand and E. E. Anderson in charge, and they were very, very busy people. The Cleveland Swell special divided honors with the celebrated Czar, while the eight-pound Tribune excited no little attention. They also exhibited a line of medium grades, embracing a twenty-six-inch wheel for girls, the Wellesley, having wood chain and mud-guards, and their club line of twenty-six and twenty-eight-inch for both sexes. Their booth was tastefully decorated with plants; in the center hung a large elk's head, with a Winchester rifle resting on its horns, from which was suspended a fifteen-pound Czar. The Meacham company had a Czar tandem on exhibition, and intending tandemons are now tossing pennies to decide as to the purchase of a Syracuse or Czar tandem. Incidentally St. Louis has gone as tandem mad as has Chicago, and it is generally doubted as to whether any manufacturer is prepared for tandem orders, hence the placing of orders with Meacham for the Czar, Shapleigh for the Syracuse, Laing for the Rambler, and Jordan & Sanders for the Stearns' tandems.

C. & W. McClean had a very pretty display of the Imperial, Remington, and Ideal. The Remington military bicycle attracted considerable attention, as did their Ideal with any tire, any height of frame, and weighing twenty-three pounds, at $70 list. The Columbia and Crawford lines were represented by R. L. Hill, who was formerly manager for D. Snitjer, who has retired in consequence of ill health.

The Corfee & Duff Cycle Co., 1926 Olive Street, exhibited the Outing and Shapleigh line, for which they are local agents, and Knoxall tire cement, which they claim knocks all other cements out. The New York Tire Co. had an exhibit with good old Charley Fairchild in charge. This exhibit was practically the same as their Chicago exhibit, and therefore needs no description. The New York Belting & Packing Co. had J. G. Winchell in charge of their exhibit, which was very tastefully arranged, and displayed, in addition to a complete line of League and Whippet improved tires, the set of League tires used by Bert Harding on his DeSoto record ride, and which weighs 2¾ pounds. They also exhibit Cabanne's last year's mount—a Cleveland, fitted with League tires.

Jordan & Sanders showed a full line of Stearns Models A, C, and D, also Johnson's record-breaking racer, and the Stearns triplet, which attracted an unusual amount of interest. They had a full line of Triangle machines. They also exhibited a full line of their own machines, called the Reliable, which consists of a racer at 17½ pounds, a light roadster at twenty pounds, and a roadster at 22½ pounds, also a companion ladies' reliable, which presented a very handsome appearance, weighing twenty-four pounds. A novelty shown was Jordan's Icycle, a practical snow and ice machine.

The American Sporting Goods Co., of 314 and 316 North Fourth Street, with Pres. John C. Myers in charge, show the "Built like a watch," Buffalo Pierce's goods, and the American, a wheel made for them to list at $50, and weighing twenty-five pounds. This machine possesses many clever features and is bound to prove a good seller. Canfield & Sachtleben exhibited Mungers, Victors, Unions, and Waverleys, which they handle locally. The St. Louis Cycle Co., with Mr. Morris in charge, exhibited Yost's full line of Falcons and the Lu-mi-num, for which they are local agents. General Manager Conkling, of the St. Louis Refrigerator & Wooden Gutter Co., who make the Lu-mi-num, was very much in evidence each evening, and assisted Mr. Morris very materially. The Boston Woven Hose & Rubber Co. had a very clever exhibit, and their attachees were kept quite busy exploiting the virtues of their celebrated Vici tires. Last but not least, the Cycle Tent Co., of Columbus, displayed one of their tents, which attracted a deal of attention, and promises to take well with local riders who have camping proclivities. Harry T. Dekker, better known to the cycling fraternity as "Bill Nye," showed the Royal Limited, with Dunlops, and weighing twenty-two pounds.

MR. GORMULLY ON SHOWS.

EDITOR THE BEARINGS: I have seen a good deal of matter written in various papers relative to cycle shows. This is a question that the board of trade has to deal with, and everything that relates thereto is of course of interest to the officers of the board, so that whatever determination is arrived at as to when and where shows shall be held should coincide with the views of at least the majority of manufacturers or exhibitors.

The question that first suggests itself is, Are shows a benefit to the trade, and in what way? There is no question of their being a benefit locally; that is, where great shows are held the retail trade of that particular portion of the country will be largely increased.

Second, are they a benefit to manufacturers? Manufacturers may be divided into three classes. The first are the manufacturers who build bicycles and market their wheels absolutely through agencies; that is, selling only to one single dealer in each town. The concensus of opinion from such manufacturers seems to be that they are not greatly benefited thereby, for the reason that their lines of trade are already established and they would receive their orders in any case. It is a query if any more agencies are made and if a greater volume of trade is produced throughout the year through holding shows. They have one advantage, and that is, the manufacturers themselves are able to meet a large number of their agents at such shows, easily, without traveling, many of whom they would never see in the course of the year, being only visited by salesmen. This, without question, is a distinct advantage.

The second class of manufacturers are those who manufacture for the jobbing trade, who do not themselves market their own wheels, but market them through large jobbing houses. A great number of these people, according to reports, do not care for the show, for the reason that, they say, they do not seek new jobbing houses, having a market for their output already arranged, and having so arranged they think it is not necessary for themselves to show, as their goods will be shown by the jobbing houses for whom they manufacture.

The third class of manufacturers are those who manufacture parts for the manufacturers of bicycles. They wish the show for the reason that

they meet all the manufacturers and can do the business on the spot, and save the time and expense of traveling so largely.

Now, having those three classes of manufacturers, we might consider what dates would suit them.

The first class, feeling that the show is held for the purpose of increasing the interest in cycling, prefer a later date, say, January.

The second class of manufacturers, having in most cases sold their product to the jobbers, do not care themselves to exhibit, as their goods would be shown by the jobber, and it seems to me that the jobber or seller of this class of goods will accord with the views of those above as to the date for holding the show.

The third class would like the show, probably, held some time in August or September. It is impossible to hold a show in accordance with their views, for the reason that most manufacturers are not ready to exhibit their next year's goods at that time; so it seems to me that the proper way would be for the parts manufacturers to hold a show of their own in some central city, where the manufacturers who so desire could go and select what parts they want. And it would not be necessary for them to hold a paying show. They could do as the furniture people do in many important centers of the United States. The furniture manufacturers hold a show, or practically a yearly sale, to which none are admitted except the retail dealers in furniture, not asking or permitting the public to get entrance to such shows. I do not think it is important for the public to see or buy parts. It does not seem to me well that the public should know the price of parts, so as to compare the price of parts bought separately with finished machines.

Therefore if this could be arranged there would be no contention as to the date for holding the show. There is no question in my mind that the primary object in holding shows is to benefit the cycling public, to educate them to the use of bicycles, and to create a diversion to the sport, thus increasing the retail trade. It would seem to me that the show should be held within the year of the goods that are shown, and certainly January of the year would be early enough. In fact I think later would be better, for the reason that it would be nearer the riding season, and the amount of enthusiasm worked up would at once give us large sales, whereas when the show is held so long before the riding season a great deal of the enthusiasm is lost before the riding season opens. Some have said it should be held in December. In my opinion it would not be good, for the reason that during the month of December people are preparing for the holidays and holiday trade, and you would not have the attendance at the show. Furthermore, buildings such as the show should be held in are largely in demand during the month of December, or at least during the holidays, for balls, parties, etc. Therefore it would be difficult to get such halls for a sufficient continuous length of time, and the expense of such halls would be far greater at that time than later. I therefore advocate the month of January (nearer the end of the month rather than the beginning) as the correct and proper time for holding shows.

It is necessary to have a fixed and understood date. Some advocate that by holding shows earlier (that is, in December) they will sell some goods at Christmas. I have tried this for years, and have never succeeded in creating any Christmas trade. Then if you accede to those wishing it in December there are still some, possibly, who will want to be more advanced and want it in November, and so on backward, until finally the effect would be that the retail trade will be stopped in July or August, as prospective customers would think, "Oh, next year's goods will be out soon and we will wait to see the new models"; whereas if the world absolutely understands that no new goods will be shown until the following January the retail trade will keep up strong and continuous right up to the winter months, or until the snow flies.

The question comes now as to the number of shows. From a large number of reports which I have read I notice that a great number state that they prefer no shows; by far the largest number favor one show; still others say that two shows are an accepted fact—one east, one west. It seems to be almost an accepted fact that there should be two shows. Granted that there shall be two shows, then comes the question of the location of such shows. They must be held on a grand scale to attract public notice. They then not only advance cycling in their immediate neighborhood, but so much is spoken of them in the press and daily papers of the country that they have a good and beneficial effect toward increasing the trade all over the country. Therefore such shows should be held in large centers of population, where there are large, powerful daily newspapers; and as such shows are very costly they must necessarily be held where the population exists, so that a large attendance will be secured to help pay such expense. It would seem as if there were only two cities in the country where such paying attendance could be secured.

Quite a number who state they would like one show only, state, "In the middle of the country." I do not know of any city in the middle of the country that has the necessary buildings combined with the necessary population to create the attendance, outside of Chicago.

I have made these deductions after reading the opinions of a number of manufacturers, which have been printed, and talking with a number of the exhibitors—in all about 150. I simply give these thoughts for what they are worth, and should be glad to have an expression of opinion from others on the subject, all of which opinions will be fully thought over and digested by the members of the board of trade when this matter comes up for discussion.

In noticing some of the press reports, the press seem to think that the board of trade is antagonistic to them. This is not so. The board of trade desires the assistance of the press to disseminate its news and to make known its doings to the cycling world at large.

The board is young (simply one year's existence), but it is now on a paying basis, and we desire to have the assistance of the trade, not only of the manufacturers, but of all dealers and other persons interested in the cycle business. The board desires to have all dealers in bicycles become associate members. Some dealers will naturally ask, what benefit will it be to them. We can not quite state in full what benefits will accrue in the future, but there will be many; there is no question. In the first place, the board will take up the matter of freight rates and try and reduce rates on all bicycles, which have been exorbitant up to this time. If we are able to secure any reduction in this way, that alone will benefit all the trade. I remember hearing a gentleman in the carriage business say that after they had formed themselves into a national body they were able to bring such pressure on the railroads that the trade itself saved more money in one year from reduction of freight rates alone than it cost to run the national body for twenty-five years.

The board at present has no permanent offices. This it hopes to rectify within the next two or three weeks, as a central location is being sought for in the City of New York. When that location and offices are established, there will be a permanent secretary and staff of people to endeavor to keep records (statistical records) of all classes and kinds of information that it is necessary the trade should know, and which information will be gladly given to all members and associate members.

I simply name the above few items as to the program of work of the board, to show that there will be a distinct advantage to all associate members. There are many other objects which the board has in view, which, as soon as permanently determined upon and work commenced in that direction, will be also given out, for the information of all members and associate members.

The press can help in a great measure to secure such memberships. It can educate the retail trade to the advantages of forming local associations, calling them local boards of trade, which local boards can materially assist their individual members in the transaction of their business, making such rules and regulations as apply to their particular trade; to stop the pernicious habit of price-cutting, and in fact in various ways be of great benefit to themselves and increase their profits. Such local boards of trade, the members thereof being associate members of the National Board of Trade, can be in touch with the national body, which will be glad to render them every assistance, by advice and otherwise. The press can do a good work, and the board of trade will be thankful for such aid.

CHICAGO, Feb. 11. R. PHILIP GORMULLY.

Shirk Mfg. Co. and Their Wheels.

One of the latest concerns to go into the bicycle business is the G. M. Shirk Mfg. Co., 273 Wabash Avenue, Chicago. Their vast knowledge and acquaintance with the trade induced them to embark in the business. They will place on the market a strictly high-grade wheel called the Shirk, of which they are showing seven models—six men's and one ladies'. The gentlemen's line ranges from a sixteen-pound racer to a twenty-two pound full roadster. They will also have a nineteen-pound roadster which they guarantee for all ordinary roads. The ladies' wheel is a model of elegance and perfection and is constructed on the double diamond principle, weighing but twenty-three pounds. In addition to this they are introducing what is known as the tube frame, for which great claims are made for strengthening the wheel at the point where it is mostly needed, namely, the crank hanger. These wheels list at $100 with the exception of the racer, which lists at $125. These wheels will all be fitted with the Webb detachable tire. They will market the Chicago, which will list at $85; this wheel will weigh twenty-five pounds, all on. They have also secured the western agency for the Zimmy cycle. They would be pleased to hear from agents all over the country with a view of placing their goods, which they claim to be the finest wheels ever placed before the public. H. R. Pollow will have charge.

The Henry Sears Co., of Chicago, are out with their announcement and line for '95. The Phantom, which they have handled for years, will weigh from eighteen to twenty-four pounds and list at $100. In addition they have two new wheels in the Crow, for gentlemen only, at twenty-eight pounds, for $65 list, and the Specter for lady or gentleman, with weights about the same as the Phantom, and listing at $85. All of these wheels are up-to-date in every particular, and with Mr. Heller managing their bicycle department, the Henry Sears Co. should be even more prominent this year than ever.

C. J. Whipple, the manufacturer of the Whipple portable safety stand, who represented the Eclipse Bicycle Co. in Iowa last year, and who has sold Eclipse machines for the last four years, has re-entered the employ of the Eclipse company and will push the sale of their cycles in Ohio. This will in no way retard the manufacture or sale of the Whipple safety stand, as Mr. Whipple has left his business in the hands of a competent manager.

The output of '95 wheels in Springfield, Mass., and vicinity will be large. The Pope and Hartford companies will send out 40,000; the Overman company, 20,000; Spalding, 15,000, and the Warwick and Keating companies 5,000 each.

ENGLISH TRADE NOTES.

LONDON, Jan. 26.—With the near approach of the season the trade has practically received notice of further taxes "due on demand," for not content with catering more or less to the cycling public, one or two of the proprietors of cycling publications have brought out new periodicals to be known as trade papers. Thus *Cycling* is issuing a new journal to be called the *Cycle Manufacturer*, and the *Cycle* is busy pushing another of the same class styled the *Cycle Trader*. Both these periodicals naturally mean more advertisements and, consequently, a greater drain upon the trade. They are probably the direct result of the success achieved by the *Cycle Trade Journal*, but it should be remembered that there is no proverb so utterly false as that which says that "what is enough for one is enough for two." One paper containing accounts of law proceedings, bankruptcies, dissolutions of partnerships, and all such matters interesting to the trade alone is no doubt a desirable thing, but really there is not room for more than one, and the trade should, therefore, make a firm stand against further taxes in the advertisement line.

Much has lately been written and published over here respecting the private agent—usually a club secretary—who is willing to sell machines at a nominal advance on the manufacturers' best trade prices, and who, having, no rent or other business expenses to meet, is able to greatly undersell the *bona fide* agent. But what is to be done to prevent this kind of trading? The Cycle Agents' Union seems likely to end in a fiasco, and even if it managed to exist and had sufficient influence to prevent the larger manufacturers dealing with the bogus agent, there would still be scores of firms only too willing to do business with any man so long as they were assured of their money. Then there is the question of the future position of the trade with the hardware dealer or ironmonger. This class of tradesmen is also in a position to undersell the bona fide cycle agent, for he is not wholly dependent for his profits upon any one article, and is, moreover, not troubled with a long and practically profitless off season. The cycle agent on the other hand must make a substantial profit during the summer if he is to live through the winter, and in those cases where local ironmongers have in the past competed with him for the cycle trade, he has had to reduce his profits so much that in not a few cases he has been compelled to resort to the sale of other goods during the winter months in order to cover his depot expenses, thereby practically ceasing to be a bona fide cycle agent, as the term is generally understood. All this certainly points to the time when the cycle trade will, so far as the retail department is concerned, drift into the hands of the ordinary shopkeepers, and the sooner cycle agents make up their minds to the inevitable the better it will be for them and the trade generally.



A meeting of the shareholders in the Preston-Davies Tire Co., Ltd, was held last week and seems to have been well attended. The directors of the company wrote resigning their positions, and a letter was also read from the vendors offering to cancel 27,300 shares, providing the shareholders agreed to find sufficient capital to keep the business going. Finally the meeting resolved to issue 10,000 perference shares bearing interest at 10 per cent, said shares to have first charge on the property of the company. A new board of directors was appointed, and it was decided to issue a circular letter to absent shareholders asking for their support. It is very curious that the company, which has a tire of considerable merit to offer, should be so unfortunate, but as things are at present I for one should be very sorry to put more capital into the concern, as I should simply look upon the transaction as a case of throwing good money after bad.

Great efforts are being made to induce the public to believe that the "upper ten" are really taking to the wheel, and every week paragraphs appear in this or that paper to the effect that some lord or lady has recently purchased a machine and is enthusiastic as to its merits. All this shows that the average cycling pressman of this country mixes very little with good society, or he would know that the aristocracy are not given to being enthusiastic as to the merits of the latest article they may purchase, except perhaps at election time. Nevertheless, cycling would have made far greater strides with the better classes than it has done, had it not been for the baneful influence of the supporters of rational dress, the introduction of which has been a very bad thing for the trade so far as orders from people in really good positions are concerned.

I see it is firmly stated that the Steyr Small Arms factory in Austria, where Swift cycles are to be made in connection with the Coventry Machinists' Co., will turn out more than 10,000 cycles during this year. And yet we are told by one or two of the largest manufacturers that the Continent can not cater for itself! True, the factory is at present under practically English management, but when the best and cutest of the workmen employed have learned the trade, they will soon see the advisability of kicking away the ladder by which they climbed, and will start making on their own account. Then will come the time when the home trade will be of the utmost importance to English manufacturers, although it may not show such large profits at the present moment.

The *Cycle Trade Journal* publishes a copy of a letter, sent by a firm styling itself "Thos. Hill & Co." to a well-known Coventry house, in which an offer is made to sell machines on commission, or if the firm has an agent in the same district as that catered for by "Thos. Hill & Co." they "may send machines with no name or with a fancy one, as a transfer helps to sell." Hill & Co. say that they disposed of no less than 2,730 cycles last year, and sell more than all the other agents in the district put together. This is how trade is done in certain parts of this happy land.

It is really amusing to note how little is now heard of the John Griffiths Corporation, which was to have licked creation. The shares are now very low, while to the ordinary observer creation seems to be going on all right. *Parturiunt montes, nascetur ridiculus mus.* WILL O' THE WISP.

WHAT TEXANS ARE DOING.

HOUSTON, TEX., Feb. 7.—The cycle trade in Waco during the season of 1895 promises to be quite interesting. The Woodworth Cycle Co. have succeeded A. O. Woodworth, who last season conducted his store as Woodworth's Cycle Store. Mr. Mann has purchased a half interest with Mr. Woodworth, and the firm will branch out and do a considerable jobbing business in central Texas. They have added to their line the Sterling, and a cheap wheel called the Avery, built for the Avery Planter Co., of Kansas City. On the Avery they have considerable territory and expect to place a large number through the country. They will continue to push the Rambler in Waco.

Mr. Woodworth has just gotten back from a trip north, being in Chicago during the cycle show at that point. In speaking of the Chicago show he said, "It would be hard to imagine a grander display of bicycles, and the whole affair was conducted with an air of business, and a vim for which Chicago and her tradespeople are so noted." While in Chicago Mr. Woodworth had the pleasure of meeting and talking with dealers from all points in the United States, and all were there for the one purpose. He talked to dealers who had traveled a much greater distance to see the show than himself, but all were well pleased, and seemed to feel amply repaid for their journey.

Phœnix like, from the ruins of the old Parker Cycle Co. has sprung up a new firm, known as Parker's Cycle Store. This new store will be managed by W. A. Parker, former owner of the Parker Cycle Co. Their full line of wheels for 1895 was not learned, but it can be stated for a certainty that they will handle the Stearns for a high grade, and possibly Western Wheel Works wheels. The gentlemen connected with Parker's cycle store are all old in the Waco trade, and well known throughout the state. They have moved to a very desirable location, are making every effort to capture a liberal share of the trade, and the person who thinks they will not be big factors in the Waco trade for 1895 will be deceived. Every one connected with this firm are hustlers. As I passed up Austin Street, which is the main street of the city, in one of the prominent furniture stores I saw a Waverley in the window, from which it may be surmised that the Waverley found an agency with a furniture man.

Austin.

Geo. C. Bengener & Bro., of this city, are among the pioneers in the Texas cycle trade They are regular hardware dealers, but make a specialty of bicycles. Last year they handled Ramblers and Victors. This season they have dropped the Victors, and expected to handle Ramblers and Waverleys, but when seen the other day they had concluded to make the race of 1895 with Ramblers alone. They think the prospects for 1895 are brighter than ever, and expect to do considerable business in wheels. They are enterprising young men, who, despite the fact that previous seasons in Austin have been discouraging on account of lack of business and interest in bicycles, still continue their cycle department. They did a pretty fair business last year and the year before on Ramblers, but a great deal of it was of a wholesale nature. This year they will work the retail trade alone.

Walter Tipps, another prominent hardware dealer, has added a bicycle department to his business this year.

San Antonio.

San Antonio has always been one of the best bicycle towns in the state, and the season of 1895 will no doubt be the largest in the history of the business. The sales to date are much larger than any previous season, and the increase in demand is almost phenomenal. Ed Spooner's aggregation of world beaters was in the city last week and participated in a two-day race meet. The party was royally entertained by the local wheelmen, and Spooner has promised to stop off on his return from the City of Mexico when one of the largest meets ever held in the state will be given for his benefit. The grand success attendant upon the Fourth of July meet is an assurance that if the San Antonio Wheelmen undertake a bicycle meet, it is certain to be satisfactory. The presence of these men certainly stimulates trade. The second day they were in San Antonio one dealer disposed of two racing wheels and several road wheels of a light pattern.

France & Theile will continue to handle the Rambler. Their line last season included Columbias and Western Wheel Works, but the Columbia

has been dropped, but it is Mr. Theile's expectation to renew the Western Wheel Works agency. This firm did a very satisfactory business with Ramblers last year, and their prospects for 1895 are the brightest they have ever seen before. They have already disposed of a number of wheels.

The business, which has heretofore been conducted by W. E. Roach under his name, it is now stated is a Waverley branch. The Waverley is the only wheel handled by him this year, and from the number he has sold it is quite evident that Mr. Roach is not leaving anything undone toward getting Waverleys to the front. Up to the last of January he had already placed about thirty Waverleys, and had a great many sales in view.

Jacob Waelder, who handled Victors and Falcons last year, it is reported will discontinue selling wheels in 1895. The Victor agency has been placed with a large stationery house, Kepfer & Seng. Negotiations are now on foot by this firm to secure the services of Mr. Waelder to manage their cycle department.

EL SUD.

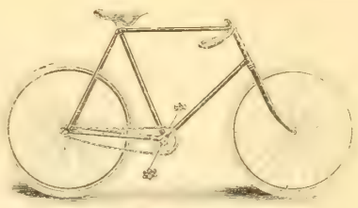
THE BOUCHER HUB.

J. J. Boucher & Co., 174 Michigan Avenue, Chicago, are makers of the well-known Boucher hub. The principle of construction differs radically from that of hubs now before the public. The ordinary hub has the cone on the axle, and the cup on the hub. As the circumference of the cone takes an opposite direction to that of the balls at the points of contact, and the circumference of the cup tends toward the direction of that of the balls, it follows that the actual surface of contact is larger on the cup than on the cone, and thus the cone has a much greater tendency to cut or crystallize than the cup. By having the cone on the axle where it receives its wear only on the carrying point, and the cup on the hub where it gets equal wear at all points by the rotation of the wheel, the ordinary hub has the weaker of the two parts subjected to a greater and more unequal wear.

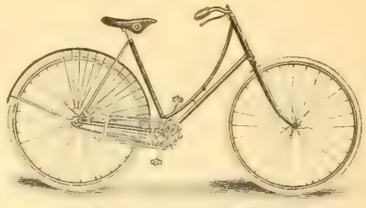
In the construction of the Boucher hub the makers place the cone, the weaker part, on the hub where the rotation of the wheel causes it to wear equally at all points. The cup, being the stronger part, is placed on the axle, where the wear is greater and more unequal. By this construction they overcome one of the greatest faults of the ordinary hub; and are also able to bring the ball race within one-eighth of an inch of the fork-sides, both in front and rear, thereby greatly reducing the strain on the bearings. A cap which fits over both cone and cup makes the bearings practically dust proof.

Geo. K. Burleigh's watch-carrier is meeting with a ready sale. The New York Standard Watch Co. have placed an order for a large number of them.

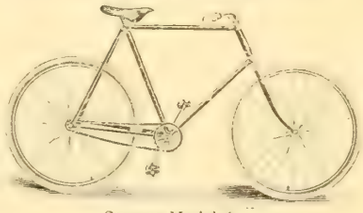
SOME '95 WHEELS.



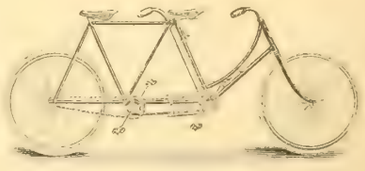
Stearns Special.



Stearns Ladies' Wheel.



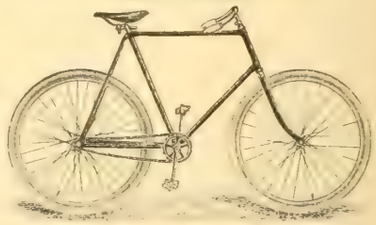
Stearns Model A.



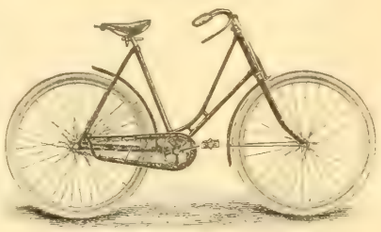
Stearns Tandem.



Erie No. 5.



Erie No. 6.



Erie No. 7.



E. K. Tryon's & Co.'s Apo'lo.

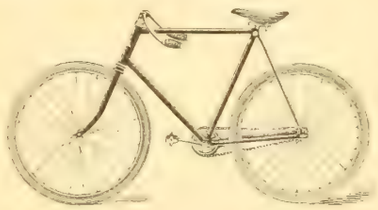
PEERLESS

See that name?

Peerless

"Just a Little Better than the Best."

TRADE MARK



RIDERS MAKE THE RECORDS. AGENTS MAKE THE PROFITS.
WE MAKE THE WHEEL.

See the Wheel---It Tells About the Records.
See Us---We Tell About the Profits.

Bluebirds come with the spring, but our

BLUEBIRD is already here!

As of old the Peerless Bluebird Racer will be seen at the head of the procession.

Make a Note: All Peerless Bicycles have Blue Rims.

PEERLESS MFG. CO.,

CLEVELAND, OHIO.

The Man that Wants to Handle a Splendid Wheel at a LIVING DISCOUNT Should Write Us.

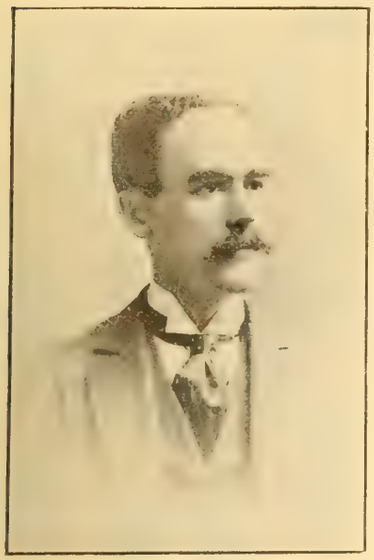
By the way:
SEND FOR CATALOGUE.

ABOUT THE BARNES.

The new Barnes Cycle Co., of Syracuse, begins operations on a large scale. The company have recently been organized by some of the wealthiest and most influential business men of Syracuse for the manufacture of high-grade bicycles under patents recently issued to Charles O. Barnes, the capital stock being $100,000. The company have rented for a term of years the commodious plant located at the corner of Grape and East Water streets, formerly occupied by the J. L. Thompson Buckle Co. Immediately upon taking possession a force of men were put to work to get the buildings in shape for the new enterprise, and about two weeks later quite a proportion of the machinery was in position and being operated night and day to get wheels ready for the coming season.

Quite a stroke of enterprise was displayed at the outset by the management in the purchase of an entire outside machine shop, which was made use of in its old quarters while the new factory was being put in shape. No expense is being spared in the selection of machinery, and it is the intention of the company to have as finely equipped a factory as any in the country. A. R. Peck, for several years at the head of the Peck Cash Register Co, is interested in the enterprise, and will take the active management, while the designing and general supervision of the manufacture will be in the hands of William Van Wagoner, who needs no introduction to the trade, he having held a similar position with the Stearns and Syracuse companies during the past two years.

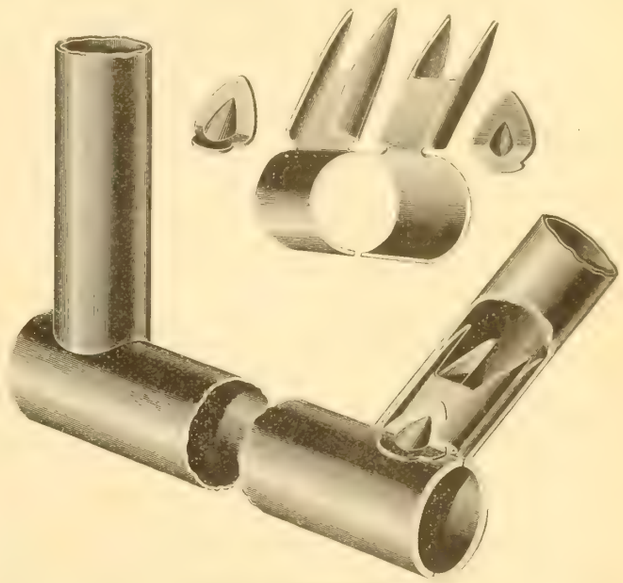
Generally speaking, the Barnes wheel will not vary much in outline from those of other successful makers, although it will have two features which promise its immediate introduction into the front ranks, namely, the method of constructing the frame and the device used in adjusting and screwing the handle-bars and seat-post. The frame connections consist of punched and formed up pieces of steel arranged to extend around the inner side of one tube until they meet, and to project therefrom at a desired angle and in such a way that they form a stud over which the connecting tube



A. R. PECK.



WM. VAN WAGONER.



THE FRAME CONNECTIONS

TRIBUNE BICYCLES!

ARE HIGH PRICED, BUT THEY ARE GOOD.

IT PAYS TO BUY THE BEST.

. . . DISTRIBUTING AGENTS . . .

BAKER & HAMILTON, San Francisco, Cal.
California, Nevada, Oregon, and Washington.

THE E. C. MEACHAM ARMS CO., St. Louis, Mo.
Missouri and Lower Illinois.

MORGAN & BEACH, Fort Wayne, Ind.
Indiana, north and east of Wabash County.

HARBISON & GATHRIGHT Louisville, Ky.
Mississippi, Louisiana, Arkansas, Kentucky, Tennessee, Alabama, Texas, Oklahoma, and Indian Territory.

A. H. POMEROY, Hartford, Conn.
State of Massachusetts.

THE GEO. MAYER HARDWARE CO., Denver, Colo.
State of Colorado.

H. T. CONDE IMPLEMENT CO., Indianapolis, Ind.
Indiana, south and west of Wabash County.

STUDLEY & BARCLAY, Grand Rapids, Mich.
Michigan, exclusive of Detroit and vicinity.

WM. H. COLE & SON, Baltimore, Md.
Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, and Florida.

CHAS. H. CHILDS & CO., Utica, N. Y.
New York State and New England, excepting State of Massachusetts.

SELTZER-KLAHR HDW. CO., Philadelphia, Pa.; Eastern Pennsylvania, Southern New Jersey, and Delaware.

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HUMBERS

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HUMBERS are used by the nobility of Europe and the aristocracy of America.
The world's greatest riders and the world's champions ride Humbers. Why?

Humbers can not be made for $100

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OF OUR

WABASH CYCLES

HIGHEST GRADE.
LIGHTEST WEIGHT.
MEDIUM PRICED BICYCLES.
NOTE OUR
TOOL STEEL BEARINGS.

THE WABASH LINE.

28 in.	Racer,	Model A,	18	lbs. list	$90.00
28 in.	Gents',	" B,	21	" "	75.00
28 in.	Ladies',	" C,	25	" "	75.00
26 in.	Youths',	" D,	23	" "	50.00
26 in.	Misses',	" E,	26	" "	50.00
24 in.	Boys',	" F,	22	" "	40.00
24 in.	Girls',	" G,	25	" "	40.00

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Manufacturers of
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BICYCLES

DO YOU WANT
AN EXCLUSIVE AGENCY?

Sole Agents
STEARNS, LOVELL DIAMOND, and
REMINGTON BICYCLES

can be fitted and brazed in position, thus making the joint entirely on the inside. These steel pieces not only form the connection but also reinforce both tubes, making a joint that is light, rigid, and handsome. The adjustment and fastening of the handle-bars and seat-post is accomplished by expansion from the inside by means of a circular wedge drawn tight by a small square screw head on the outside.

It will be seen from this description of the novel features that it has been the study of the manufacturers to as far as possible relieve the wheel of outside projecting pieces and forged connections by putting them out of sight. It is claimed that by this construction the manufacturers are enabled to build a wheel nearly two pounds lighter than by the usual method and at the same time increase its carrying capacity. The models of 1895 will be the Barnes Special for the road, weighing twenty pounds, with 4⅝ inch tread and twenty-eight-inch wheels; racers weighing from fourteen to eighteen pounds, with twenty-six-inch wheels; tandems at thirty-five pounds, and the ladies' Superba, either diamond or drop frame, 4⅞ inches tread and twenty-six-inch wheels. The finish will be black frame and white rims gold striped throughout. The racers and special wheels to be white enameled frame and rims, gold striped. Price of all single Barnes models will be $100.

THE DUNLOP VICTORY.

The decision of Judge Buffington in the case of the American Dunlop Tire Co. against the Erie Rubber Co., in favor of the Dunlop company is more than interesting. It is a lengthy opinion which should have appeared in last week's BEARINGS, but lack of space forced us to hold it over for a week. It reads as follows.

The American Dunlop Tire Co. file a bill against the Erie Rubber Co. for alleged infringement of the first claim of letters patent No. 488,494 (now owned by complainants) which was applied for June 20, 1891, and issued December 20, 1892, to Alex. T. Brown and George F. Stillman.

The subjects matter of that patent and of the present bill are pneumatic tires, which are so named from the fact that they are inflated with air to form cushions which lessen jars in passing over uneven surfaces. In bicycles iron tires were first used, later came solid rubber ones, and these in time were succeeded by the pneumatics. Prior to the patent in suit, these latter were of two general kinds, "hose pipe" tires or endless tubes of canvas or India rubber usually cemented to the rim, and "double tubes" which consisted of an inflatable tube within an outer, non-expansible shoe or covering divided longitudinally and having its edges detachably connected in some way with the rim of the wheel. By using this outer shoe there was less liability of puncturing the interior air tube, but when this was done it was a matter of difficulty and expense to reach the latter to repair it, the outer one being either mechanically secured or cemented to the rim. This difficulty was in a measure overcome by what are known as "clincher tires," where the edges of the shoe and the rims of the wheel were adapted to dovetail or interlock with a hook joint where air pressure was applied to the inner tube. This style of tire is shown in the Jeffery patent No. 454,115, of June 16, 1891, record page 430.

The alignment of tires was also a matter of difficulty and expense. To obtain and maintain perfect alignment, the tire must be kept from lateral motion in the rim. To fix the cover in place before inflation required accuracy of adjustment in the various parts, and the absence of such accuracy resulted in a distorted tire when the tube was inflated. In the clincher type rims with grooves were generally used, and the tires were aligned in them by various forms of clamping devices

These difficulties were largely overcome by the patent in suit. By a device at once simple and effective easy access is had to the inner tube and automatic alignment also secured. In it we have an exteriorly grooved rim with divergent flanges, an outer shoe confining an inflatable tube, seated partly within the grooved rim and made non-extensible circumferentially (preferably by endless wire in its edges) along two lines on opposite sides within the edges, but above the bottom of the groove. When the inner tube is inflated the shoe moves upwardly and outwardly until a line is reached on the rim of a circumference equal to the non extensible circumference of the shoe, at which line on the rim the shoe seats itself, and is there kept by internal air pressure. It is thus seen that no permanent connection is needed between the rim and shoe, and when the tube is deflated, the shoe may be readily removed from the rim by a process similar to unbuttoning, if the circumference of the non-extensible wires be properly proportioned to that of the flange of the rim.

In the best method of applying the principle as stated in the patent, the patentees made use of an intermediate "supplemental groove," "off-set," or "shoulder," "up, into, or onto which" the wires are forced by air pressure, and there seated and retained. These grooves are not specified in the claim now before us, nor are they used in either complainant's or respondent's device, as practice has shown they are not essential. The first claim, the only one on which we are asked to pass, is:

"In combination with an exteriorly grooved rim having divergent side edges or flanges, a tire comprising, or confining, an inflatable tube, seated and contained partly within the grooved rim, and made rigid or extensible circumferentially along two lines lying within the groove below the edges, but above the deepest part of the same by means of circumferential reinforcements secured to or incorporated with it, and adapted to be held in place in the rim by the action of the internal air pressure."

This general form of tire quickly came into common use. The proofs show they were first used in the latter part of 1892, and that in the first few months of 1893, 30,000 of the Dunlop detachable form were sold by the American company, and 150,000 pairs by the English branches. Tires constructed on this principle do away with all permanent connections between rim and shoe, are capable of being quickly slipped on or off the rim without the use of any mechanical appliances, and, during process of inflation, in a measure automatically align themselves. We are of opinion that the difficulties overcome by patentees and the advance they made over former methods are such as stamp their device as of a meritorious character.

Conceding for present purposes the separate elements which the patentees combined had been known before, yet it must be granted they so united them and placed them in such new relations as to produce a novel and useful result. Indeed, the respondent's expert himself says:

"In considering the question of novelty I find by an examination of the state of the art, as revealed by the patents which are exhibits in this case, that the older inventors did not seem to have thought of the idea of holding the edges of a pneumatic tire of the U-shaped pattern in the groove of a rim, except by the application of some adjustable clamping device; because the edges of the tire must be stretched in passing it over the flanges of the rim, to place it in position. So far as I know Brown and Stillman were the first to conceive of a construction of tire and rim provided with supplemental side grooves whose diameter relatively to the diameter of a deeper central groove and the diameter of the flanges, is such that a tire, the edges of which are permanently reinforced and have a diameter corresponding to the supplemental grooves, is capable of being removed from the rim and replaced again without disturbing or adjusting the reinforcement of the edges."

We next inquire, does the respondent's device infringe this claim? In it we find an exteriorly grooved rim with divergent side flanges shaped thus: ⌣ and not having supplemental grooves. An inner inflatable tube is used, and an outer shoe, the outer edges of which have lips or flaps which fold back upon the main shoe. At the juncture of the shoe side and each flap is a circular hollow, or pocket, adapted to receive several laps of a stout linen cord or binder. This cord is provided with knots, and is tightly wrapped when the tire is deflated, each lap overlapping the preceding one and the cords being twisted and intertwined at the final, and sometimes at the preceding, laps. When the shoe and lip are in close contact from inflation a closed circular binder-recess is formed, the shoulder or upper segment of which is part of the flap. Patent No. 513,617, issued January 30, 1894, to Joseph G. Moomey, in accordance with which this device is made, thus alludes to the binder and its workings:

"The flaps are made of gradually increasing thickness from the seat of the binder outward, so that when the flap is in place the circumference of its upper edge increases from the seat toward the outer edge. This makes the flap triangularly shaped, where the rim is shown as in Fig. 1, the sides being on the rim and the flange, and the largest triangular side of the flap uppermost. With this construction the binder, as the tire is inflated, slides or rolls upon this increasing thickness or circumference of the flap, so that whatever slack or give there is to the binder is taken up, and the flap, as a whole, is held tightly in place. This feature is clearly shown in Fig. 1, the right side showing the position of the binder when first put in place before the tire is inflated, and the left side of the figure showing the position assumed when the tire is inflated. . . . The annular shoulder (b1) on the upper side of the flap forms the upper wall of the binder recess (b5) and stops this slipping or rolling movement at the greatest diagonal thickness of the flap. . . . In this construction (Fig. 3) the gradually increasing circumference toward the outer edge of the flap is given to the flap by the shape of the rim. From this it will be seen that the essential property of this feature is that the upper side of the flap should gradually increase in circumference from the seat on which the binder is placed, while the tire is deflated, toward the outer edge of the flap, so that the binder can roll or slip up on the flaring surface of the flap, so as to take up the give or slack."

The respondents allege there is no intringement in this device; that the supplemental groove described in the Brown & Stillman patent is not found in their device; that they do not use the endless bands of that patent; that their shoe can not be taken from the rim without taking off the binder, and that this is one of the essential features disclosed by complainant's invention; that their binder clamps the shoe to the rim, does not perform the function of complainant's endless bands, and is not a mechanical equivalent thereof.

It is clear to us from the proofs, and our own observation, that when the inner-tube of a double-tube tire is inflated, the rim forms a permanent base, and the pressure on the outer shoe is exerted upwardly and outwardly. The resultant of these two pressures finds vent in the tire blowing off at the flange of the rim, or is overcome by some countervailing pressure from the rim or base of counter force. It follows from this, that where the edge of the shoe is made inextensible circumferentially, the air pressure will keep moving it upwardly and outwardly until its inextensible circumfereuce finds its corresponding counter-circumference on a permanent base, and there it will seat and adjust itself, that is, where a corresponding line or circumference is reached on the divergent flange of the exteriorly grooved rim.

This being the case, it follows that the presence or absence of a supplemental or intermediate groove becomes a matter of indifference, so far as seating is concerned, in applying the principle disclosed by the patent. If the shoulder of the supplemental groove is of greater diameter than the supplemental groove depression, it is clear the shoe will not seat itself in such depression when it has already been carried over the larger circumference of the shoulder, but will continue its movement until it reaches its corresponding counter inextensible circumference further out and up, on the diverging flange. It seemed to the patentees the best results were had by the use of a supplementary groove or seat, but the mechanical application of the principle disclosed by their patent showed that such groove was not essential; and unless such a limitation was carried into their claims, it is clear they should not be clogged with it from the suggestion of its use made in the specification. In point of fact there is no such limitation in the first claim, and the presence of such limitation in the third further emphasizes the significance of its absence from the first. It is to be noted, too, that while it is mentioned in the specification, as being used in the suggested form of applying the principle, yet it is not even referred to when "the chief characteristics" of the invention are summed up as follows:

"The improvement subject of our application and by which this object is realized involves as its chief characteristics: 1. An exteriorly grooved rim with divergent side edges or flanges, and 2, a tire comprising or confining an inflatable tube, seated and contained partly within the grooved rim, and made rigid or non-extensible circumferentially along two lines on opposite sides which lie within the groove, below the edges but above the bottom or deepest part of the same."

It is clear to us that the element of a supplemental groove is neither expressly nor impliedly incorporated in the claim now being considered.

The same reasoning applies to the contention that the patent of complainant only covers a device where the shoe can be taken from the rim without unfastening the binder. It is true that in speaking of the suggested form of application, the specification says:



HARRY WILHELM,
Of W. H. Wilhelm & Co.



G. W. MADISON,
Traveling representative of the Yost Mfg. Co.



C. L. REIERSON,
Who sells Falcons in Texas.



W. H. CROSBY,
Manager Spaulding Machine Screw Co.

Agents' Discounts.

Why they should be reduced five and fifteen per cent.

Why?

Firstly and foremostly because the manufacturer thinks it the proper caper.

If that isn't reason enough, then go to your aunt (or uncle), you sluggard.

If she or he should tell you that five per cent isn't much, or fifteen per cent isn't so awfully much more than five, and you don't care to smoke the suggestion, throw the old pipe away and take to cigaroots.

But why should the manufacturer think it the proper caper?

Really, you are too inquisitive. Hasn't he reduced the catalogue prices of his bicycles, and at the reduced figures will not you, his agent, sell more wheels than ever before, and will not your profits thus be greater than in any previous years,* while he, poor man, will sell fewer wheels and make less money?

Can't understand it, eh? Then hold this explanation toward the sun at 7:57 o'clock tomorrow evening, and you will find it clearer that crystal.

In the meantime, if you are really interested in agents' discounts and good wheels, see or write Edwin Oliver & Co., at 21 Park Row, New York. They are handling Elmore bicycles, and can give you good evidence that at least one concern has not shriveled its agents' discounts to the size of a Boston bean.

As has been before stated Oliver & Co. know that while the price of bicycles has come down, the price of tubing, tires, rims, etc., has also been reduced (the other makers don't tell you this), and are doing the fair thing. As a result their goods are becoming popular, and their agencies in demand. You may be in time if you apply now.

*It is also calculated to improve your health.

THE TRACEY-WELLS CO., Columbus, Ohio,

General Agents for Ohio.

THE SUPPLEE HDW. CO., Philadelphia, Pa.

General Agents for Pennsylvania, Southern New Jersey, and Delaware.

FOR YOU TO ANSWER.

The National Cycle Board of Trade is sending out the following letter which is self explanatory:

TO THE MEMBERS OF THE NATIONAL BOARD OF TRADE OF CYCLE MANUFACTURERS, BICYCLE AGENTS, AND DEALERS:

The executive committee of the Cycle Board of Trade, to whom were referred all matters pertaining to future cycle shows, desire an expression from the trade and all interested in this matter, to answer the following questions:

1. Are you in favor of one or two cycle shows?
2. What city or cities do you prefer?
3. What dates do you recommend?
4. How many days should each exhibition remain open?
5. How many days should elapse between the closing of one show and the opening of the other.
6. If two shows are given, which section, east or west, should be given first?
7. The executive committee will appreciate any practical suggestions as to the management of future shows that you may wish to offer.

The executive committee will also appreciate the courtesy of a prompt reply addressed to the secretary at Hartford, Conn., that he may present the same at the next meeting of the board of directors, to be held in New York February 25.

Respectfully,

THE EXECUTIVE COMMITTEE.
per A. Kennedy-Child, *Secretary*.

TRADE HAPPENINGS.

HARTFORD, CONN.—The League Cycle Co., manufacturers of the chainless wheel, reported assigned to Andrew E. Eates.

CHICAGO, ILL.—Tire & Wheel Co., incorporated by Michael J. Sullivan, John W. Calais, and Thurman D. Elisbery, to manufacture tires and wheels. Capital stock $25,000.

BROOKLYN, N. Y.—Metcalf & Wallace, at 1196 Broadway, is offering half interest for sale in patent automatic bicycle, and bicycle alarm business.

CHATTANOOGA, TENN.—F. H. Woodworth & Co., hardware, have added bicycles, and contemplate putting in a line of sporting goods. They invite correspondence with the trade.

SPRINGFIELD, MASS.—M. D. Stebbins & Co., bicycles and sporting goods, new store opened. This firm will represent the Spalding bicycle and sporting goods.

PHILADELPHIA, PA.—John T. Bailey & Co., sporting goods department, sold out to the Spaldings, and the stock will be transferred to the Chestnut Street store. Their cycling business will be continued, and they will carry a wheel made for themselves, and a line of medium grade bicycles.

WASHINGTON, D. C.—Frank S. Cahill, bicycles, reported to have placed on record chattel trust deed for $300.

CHICAGO, ILL.—G. Henry & Co., sporting goods, E. H. Ely, president and treasurer, deceased.

PHILADELPHIA, PA.—D. J. Hoopes, bicycles, at 1217 Filbert Street, has accepted agency for the Keating.

TERRE HAUTE, IND.—Baker & Watson, sporting goods, etc., succeeded by Griffiths & Miller.

LINCOLN, NEB.—George A. Cramer, bicycles, etc., succeeded by Lincoln Cycle Co.

IONIA, MICH.—J. E. Just, bicycles, will open new store on February 15. The actual management of the business will be in the hands of A. F. Clark, and a repair business will be done. The concern proposes not to sell bicycles as agents, but to buy them outright.

DRESDEN, OHIO.—Frank Tingler, firearms and sporting goods, reported real estate mortgages for $400.

GRAND RAPIDS, MICH.—The Cycloid Bicycle Co., incorporated with George C. Fitch as president; Frank H. Simons, vice-president; Claude D. Freeman, secretary and treasurer, to manufacture bicycles for the trade. Capital stock $20,000, of which $13,500 has been subscribed. The company has leased a three-story building at 488 South Division Street, which will be equipped as a factory.

SYRACUSE, N. Y.—The Barnes Cycle Co., recently reported incorporated, is getting its factory building in condition, and will commence manufacturing March 20, employing about eighty men at first. Arthur H. Peck will be general superintendent.

KALAMAZOO, MICH.—Kalamazoo Cycle Co. reports business good; additional men have recently been employed, and the force is to be increased again shortly.

WASHINGTON, D. C.—Wm. T. Robertson & Co. have sold to C. L. Palmer & Co. the retail portions of their bicycle business. Robertson & Co. will still continue the manufacture of the Elk bicycle and cycling sundries.

WASHINGTON, D. C.—C. L. Palmer, trading as C. L. Palmer & Co., located at 431 Tenth Street, recently started in the bicycle business. He has fitted up the finest cycle store in Washington and will be down-town agent for Rambler and Elk bicycles. He will also carry a line of medium grade wheels. Would like to hear from makers of sundries with catalogues and prices.

POSITION WANTED.

A gentleman having had over twenty years' experience in every branch of the bicycle business in England and as representative in America is open for engagement in a responsible capacity, where his valuable experience may be fully utilized. Is well known in the trade and has the best of credentials.

X Y Z, BEARINGS OFFICE.

Frank J. Jenny, the well-known Class A crack, will enter Class B this spring. At the New York Show he was signed jointly by the Waltham Cycle Mfg. Co. and the Newton Rubber Works and will ride an Orient fitted with Straus elastic tires. President Metz, of the Waltham company, who has handled racing men before, believes that he has found in Jenny the man who will show his heels to the best of the old B men. The Newton Rubber Works have just completed for him several sets of Straus racing tires, weighing but fifteen ounces to the pair and said to be the lightest ever offered for sale. They are fleet-looking creations embodying the Straus elastic fabric and will be placed on the open market.

S. M. How, as superintendent of agencies for the Monarch Cycle Co., has closed a contract with Gregory & Co., of Winona, Minn., to use a large number of Monarchs which they intend pushing as their leader.

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

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"ALL AMERICAS" IN MEXICO.

Adventures of the Racing Men Among the Greasers—Maddox the Star of the Party—Levy's Night in Jail.

CITY OF MEXICO, Feb. 7.—"Pleasant company makes short miles." Truer words were never spoken. Four thousand miles have the "All America" racing team traveled. Every mile of the long journey has been both a pleasant and a profitable one. In a new country, or rather new countries, among a new and strange people, the racing men have enjoyed life to its fullest extent. While you of the north are buried under a snowy mantel, we, your comrades, are wearing summer clothes and eating strawberries and other fruits. Here in Mexico we see no stoves, we need none. Rain has not fallen since we crossed the border, and seldom has even a cloud been seen. At night the air is cool and crisp, but during the day it is very warm in the sun. Yet the racing men, ride as hard as they may, do not perspire, or perspire very little at the most.

Leaving Chicago Sunday, January 13, when the snow was deep on the ground and the quicksilver was chasing itself merrily down toward zero point, we rapidly flew southward. The next morning saw snow and ice almost totally gone. We took breakfast somewhere in Mississippi. After a pleasant day's journey New Orleans was reached. Here a day was spent. Tuesday afternoon in New Orleans it rained, and the little narrow streets filled from curb to curb, and oftentimes overflowed the sidewalk. That evening

The Party Left for San Antonio,

the first racing point. During the evening twelve merry people occupied seats on the car platform, watching for the lights of the great sugar refineries, then in full blast. Breakfast was eaten at Houston, Texas, where a brother of H. D. Spore, the hustling Rambler agent, led a reception committee. At a point thirty miles out of San Antonio T. J. Pomeroy and Jimmie Levy met the party. The meeting was a joyous one.

At San Antonio a genial crowd of wheelmen was met. W. E. Roach, agent for the Sterling and Waverley lines, and R. A. Arthur, a real estate dealer, gave their time to making the stay of the wheelmen pleasant. San Antonio is a mixture. It is American and Mexican, the latter class prevailing. San Antonio saw the first real training of the racing men for '95, all of whom pronounced it the finest training ground in the world. Trainer Lyman said that San Antonio was an ideal place. The men rode splendidly in practice, got up a nice sweat, and really reached racing shape in a week's time, as was shown by their races. In their very first race, the quarter mile, a state record fell and Harry Maddox captured that in :32. Fancy Harry Maddox winning a very pretty quarter-mile race and getting away last in the bargain! The two-mile state record also fell. This was in the second race when Callahan defeated Maddox, by a very narrow margin, in 5:13⅕. The same rider

Cleverly Captured the Mile Open,

Class B, jumping Maddox in the last hundred yards, Levy running a close third. Doctor Brown and Eddie Leonert did not show up in the winning ranks in this day's races, the doctor being out of sorts and Leonert a little nervous upon his advent into Class B.

During the first day at San Antonio, while a number of the men were returning from the track, who should they meet but little "Monk Sunburn," Harry Jacobs, of Chicago, THE BEARINGS' tourist. "Monk" had just arrived in town and at once started for the track. He was sunburned in earnest, having toured from Cincinnati, Ohio, whence he started November 17 to intercept the party at this point. In his 1,800-mile journey he had used a Fowler Bantam and Palmer road tires without a single mishap. Personally he suffered from swamp fever, being laid low at a ranch in Louisiana for some two weeks or more.

By request of the people of San Antonio the wheelmen gave a second day's racing, telegraphing for a sanction. Callahan won the quarter-mile from Nicolet and the mile from Maddox, both exciting races, in both of which Levy ran third. The two-mile fell to Maddox by a hard-fought and exciting finish in the good time (for the time of year) of 4:48, breaking to splinters Callahan's state record of the day previous. Pomeroy was third.

The San Antonio track is an ideal course for racing or record-breaking. It is a half-mile, constructed of adobe and finely banked. Good speed could be maintained with triplet or quadruplet and for a training track it can not be beaten. The climate is fine and it seldom rains; in fact it has not rained in San Antonio for two years.

From San Antonio to the little border city of Laredo is a half-day's dusty journey across the plains. To either side of the car all that could be seen was mesquite and cactuses and great whirlwinds of alkali dust that blinded the eyes and parched the throat. But

The Hearty Reception in Laredo

was well worth the trip and consequent inconvenience. Laredo's wheelmen are not many, but their hearts are in the right place. S. Parks, a postman, is the local consul and were there more of his ilk the L. A. W. would have 400,000 members instead of its present small number. On the reception committee were a number of genial whole-souled fellows, and Parker H. Sercombe, of Milwaukee, was one of these. Mr. Sercombe has his wife at Laredo for her health and is devoting his time to newspaper work. Under their supervision the local wheelmen banded together and built a very speedy quarter-mile track. This is of adobe and is perfectly hard and as smooth as marble. Cheapness enters largely into its construction for track, grand stand, and hedge fence surrounding the inclosure, summed up, cost only $125. Think of building a first-class quarter-mile track on which 2:00 is not only possible but probable and the expense but $125!

This track is located a couple of miles out of town on the prairie. No street cars run near it, and walking is impossible in the heat and dust to any one but a "peon," the Mexican peasant. Yet grounds and grand stand were well filled both days, and had there been a fence around the track through which and over which people could not have looked, the grounds would hardly have held the crowd. On the first day Doctor Brown first showed form, running away with the quarter-mile race in a clever manner. In this contest Callahan could not hold the turn, struck Nicolet's rear wheel and came down. Levy disappeared from the race. No one saw him go, but

He Went Over the Bank

and down several feet onto his shoulder. Nicolet ran second, Leonert shoving to within six inches of Nic, and using an eighty gear at that. Leonert had previously used a seventy-two-gear, but as soon as he changed to eighty marked improvement was shown. Maddox, Callahan, and Levy was the order in the mile open. In the five-mile race the men took turns at pacing, and 2½ miles were done in 6:14. Then there was a quarrel about pace and time was lost, yet Maddox won in a tight rub from Callahan, Leonert a close third, in 13:35. This was another state record. Levy established the the third for this day, being paced in 2:21, breaking 2:24⅘.

But the second day was a banner meet. Imagine a paced mile on a quarter-mile track, and on January 23, in 2:06⅘, and a standing-start mile in 2:13⅖. There was probably never faster time made in the month of January or even in June in the north. Maddox made the 2:06⅘, receiving a special prize, a $30 diamond. Callahan made the latter time. Maddox also rode a half-mile unpaced in 1:03, the first quarter in :31; and later Levy cut this quarter to :30. In the first mile of the two-mile race Leonert made 2:20⅖, a new state competitive record. Maddox captured this race and Leonert sprinted cleverly, defeating Callahan for the first time on the trip. This was a most exciting race throughout. The Laredo meet was cleverly gotten up, was run up-to-date in every way, and had for officials a list of very prominent men, custom-house officials, city officials, including the mayor and others.

The Americans have not met the champions of Mexico as yet, but all will have a chance to do so before many days. The next race meet in the Republic will be held February 17 in the City of Mexico by which time the men will

Have Become Thoroughly Acclimated.

The first stop in old Mexico was at San Luis Potosi, a regulation Mexican city of 65,000 inhabitants, with one church for every thousand people. San Luis Potosi reminded the party of the World's Fair, with its many white buildings and of the Midway in particular with its curious people. The houses in San Luis were of a single story in height, and all built around a court,

The houses look alike and sit plumb with the sidewalk. They are very handsome in the interior. We found a very agreeable class of people in San Luis, but few Americans. For the week in San Luis the party stopped at the Louisville House, a really good hotel for this country, kept by an American. San Luis has a half-kilometer track built of adobe, and well banked. The fence around the inclosure is also of adobe and very high. The grand stand is constructed on a stone foundation and is of lumber. Lumber is valuable in this country, one board costing $1. This grand stand, covered, and capable of seating 2,000 people, cost $4,000 (Mexican money), and the track and inclosure cost $6,000 more.

The party spent the early morning hours in the market of San Luis. Here were seen sights that can only be described in book form. The wheelmen wandered around,

Creating no Little Amusement

for the people, and enjoying themselves generally, haggling over prices and picking up a curio occasionally. Purchases were confined principally to fruits and flowers. In the former oranges were purchased at "un centavo" (½ cent American money) each, and violets could be had for a centavo a bunch.

Among this class of people one needs to watch his pockets, for they are very apt to lose "all that in them is." In this connection a little story from Laredo might not come amiss. The party were attending a fiesta, one of the celebrations of the Mexican people. Around a large square were many gambling joints, where the game of lotto was being played. The wheelmen joined in the game, for whoever saw a racing man who would not gamble. Nicolet was busy watching a board when he caught a hand in his pocket. The boy was caught and allowed to go. Nicolet told Chief Consul Parks of the occurrence, and said he thought he could catch the boy. And catch him he did with his hand in Senor Pomeroy's pocket. Callahan, who was having sport at Pomeroy's expense, had his pocket picket, and "Monk Sunburn" was the next victim. "Monk" had been enjoying himself at the expense of the others. After that the men pinned handkerchiefs in their pockets, and laid for thieves, but did not have a bite.

The first races in San Luis Potosi were held on Sunday, January 27. About 2,000 people attended, although the wind was blowing a sixty-mile an hour gale and the grand stand could not be seen for the dust which swept in great clouds up the homestretch. Peons were kept constantly busy bringing water from a great distance to hold down the track.

Four Races Were Run.

the governor's band of nearly 100 pieces and another band besides keeping things lively. The people gathered slowly, as is their habit in Mexico, and it was 4 o'clock and later before the races started. Previous to the starting of the races the full team approached the grand stand all abreast, as is the custom of the country, saluted the spectators and then rode around the track twice and again drew up to salute the grand stand. All wore the American flag for a sash and presented a gala appearance.

For the half-kilometer race eight men lined up. With the shot of the pistol Brown started away from the outside into the lead. This position he maintained to the finish, closely pressed by Maddox to the turn. Here Maddox failed to hold the banking and Leonert passed on the inside, sprinting grandly in the teeth of the wind with an eighty gear. Maddox ran third with Nicolet a close fourth.

In the two-kilometer (four laps) race, each took turn in pacing and Maddox drew out with a grand sprint. Leonert was pressing Levy close, the latter close on Maddox's rear wheel. The order in the five-kilometer race was the same, but the race was made exciting by a jump which Levy made on the last turn by which he gained a twenty-yard lead. Maddox took up this twenty-yard gain by a red-hot ride down the stretch. Brown won and Maddox was second in the one-kilometer race.

In practicing for these races Callahan took a banking carelessly, and with head ducked struck a wire fence, carrying away three 2x4 posts and a lot of wire. "Cally" was insensible for some time, and was unable to ride for a week.

Three B races and a couple of local events comprised the programme of the second-day's meet, run January 30. Again the half-kilometer race fell to Doctor Brown, Nicolet a close second



In a Tight Finish with Callahan.

The one-kilometer race went to Maddox in a hard rub with Callahan, Nicolet a close third.

For the two-kilometer race (one and one-quarter miles) the entire party came out with a local rider named Woodward, a native American. A young lady in the stand had placed all her money on Harry Maddox, her brother sending him word to that effect. Harry was out to win and did, but by the narrowest margin, a close inch. All down the stretch Callahan gained, picking up fully twenty yards on Maddox. As the two crossed the tape Levy and Leonert were again fighting hard for third, which Levy won by a couple of inches. So hard did the men fight that both were nearly brought low by a collision. The time of this race was 3:11.

That evening the entire team attended a performance of Tisso's European Novelty Co. by invitation, occupying a box. During the show two men were needed for a spiritualistic performance. Callahan and "Monk Sunburn" went upon the stage and made great sport for the people, "Cally" coming from the cabinet nearly disrobed and unaware of how it was all done. From the show Lyman, Nicolet, Levy, and Jacobs started out to see a native dance.

And thereby hangs a tale and much trouble for two of the boys. Owing

to Levy's knowledge(?) of the country, the men were willing to bide by his word. So when he declared tequila to be good for the liver and kidneys, and not at all harmful, all (with the exception of Levy) took a large dose of the stuff. It tasted like apple jack, but was in reality no less than clear alcohol. When on their way home

There Was Some Rather Boisterous Talking

on Lyman's part and one of the little native policemen (they are none of them larger than an American newsboy) came up to arrest the party. Knowing the customs of the country, Levy gave the policeman a dollar, which he did not refuse. But this policeman had no sooner decamped than three more came up. Thereupon Messrs. "Sunburn" and Lyman were for thrashing these three and several more like them, which they could undoubtedly have done very easily. But your Mexican policeman has his country behind him, and that country supports him nobly. Natives of the country, and American residents there who are fighters, run just as soon as a policeman speaks to them. They are not afraid of the policeman, but are afraid of the power behind him. This fact Nicolet appreciated and pulled Lyman away; "Monk" did not, and had it not been for Levy would probably now be in prison. Levy went back when "Monk" began punching the officers, and he sprung some of his own brand of Mexican on them and the policemen at once took both of them to the jail. Nicolet went after Senor Pomeroy, who at once started out to secure their liberty. This was no easy matter and all they could do was to send in a note to cheer the men up.

The members of the team did not spend a sleepless night, rather the opposite, as is the custom of the country. But for the two in the jail as much can not be said. "Sunburn" took matters philosophically and curled up on the hard stone floor

Among the Mice and Vermin

which infested the little 18x5 room, and slept the sleep of the just(?). With Levy all was different, for Jim had on his ice-cream trousers and would not trust them on the slimy floor. There were no settees, but after walking the floor for a time he found a newspaper, and with that spread on the wall he stood disconsolately against the paper till morning. Breakfast was sent to them, and Senor Carlos Zozaya, a local friend, a commission merchant, kindly volunteered to act as a mediator with the mayor. There were three charges preferred, on each of which a six months' sentence might have been imposed. Senor Zozaya, being a friend of the mayor, secured the men's release for $1 each, this paying for the stamps.

The departure for the City of Mexico occurred that day. That was a trip of magic. Of all the strange and pretty sights; of the beautiful sunset; of the strange people, the first drink of pulque, and of the many other features of the trip, as for 4 hours in the early morning we stood on the car platform enjoying the crisp morning air of the mountains, feeling the exhilaration of being among the clouds, 11,000 feet above sea level, more anon. Upon our arrival in the ancient and historic old city, a reception committee met us conveying the party in carriages to the hotels. This was February 3 and a race meet could not be given until February 17, so the party took the occasion to view the many sights of this beautiful city.

The new track in the city was constructed by Don Salvador Malo and is located on his ranch in plain view of the great Castle of Chapultepec. But more of our visit in the City of Mexico later.

F. Ed Spooner.

TWIN CITIES ENTHUSIASTIC.

Minneapolis, Minn., Feb. 18.—The prospects for a boom in cycling this season are very flattering. Dealers in both this city and St. Paul report that never before in the history of the trade have there been so many inquiries for wheels, and while not many sales are being made as yet, there is every indication that when the season opens a rushing business will be done. The hard times are passing away as fast as could be expected, and this fact, coupled with the reduced prices on wheels, will make it possible for many to buy who have hitherto been restrained by the causes mentioned. The result will be many additions to the already large number of riders in the Twin Cities. The clubs in both this city and St. Paul are full of enthusiastic members, all of whom are working together harmoniously to make the sport still more popular, and a large part of the interest now being taken is the result of their efforts.

A new club recently organized is the Minneapolis Cycle Club, Ltd., membership in which is open to riders in this city and St. Paul. The membership is limited to men who are able to go a mile in 3 minutes or less without pace and riding alone. Members will be divided into two classes, and those who are able to ride a mile in 2:40 will constitute the first class. The object of the club is to form an organization that shall be open to any one who is a thorough wheelman, and to keep out a large number of those who ride but little and are not always congenial to the "thoroughbreds." Over seventy-five have thus far made application for membership, and the first trial of qualifications will be held about May 1. The club will give a summer race meet at the Riverside Park, details of which will be announced later.

A fifteen-mile road race will be given at the Lake Harriet track on Decoration Day, which will be open to all riders. An innovation in this race will be the giving of distance instead of time handicaps.

All Contestants will Start at Once,

as it is thought that the spectators will thereby be enabled to keep track of the racers better than in the old way of starting them off at different times. The prizes will be the best ever offered here. The track is one of the finest in the country, and the races are very popular with the people of the Twin Cities. There is little doubt that the attendance will be something enormous this year.

A. A. Hansen, the famous long-distance rider, is not entirely inactive these days. Whenever time begins to drag on his hands, he relieves the monotony by going out and knocking off a century. His latest attempt was made last Thursday, when, on a snow track and with the thermometer below zero, he made the 100 miles in 7 hours flat. Hansen has taken the agency for the Syracuse bicycles and expects to do a rushing business this summer. He is deservedly popular with all the wheelmen of the northwest, none of whom will neglect an opportunity to throw whatever they can in his way. Later in the season he will go for world's record for 24 hours, and, if arrangements can be made with the weather man for a decent day, there isn't a great deal of doubt among his friends as to his ability to land the prize high and dry.

John S. Johnson is home at present, having just returned from his eastern skating trip, where he lost nothing in reputation, and added something to his stock of earthly possessions. Both he and Eck are reticent at present as to future plans. Yesterday he skated a 1,500-meter race with Peder Oestlund for the world's championship for that distance, and

He Lost by a Narrow Margin.

Those who are qualified to judge say he was not in condition to race and besides the ice was too soft for him, while not telling greatly against his opponent. The time was slow—2:53, being nearly 24 seconds below Oestlund's record. Donoghue, with whom Johnson had the trouble at Newburg a few weeks ago, arrived in this city last Saturday to make arrangements for a race to come off this week, if possible. When these men meet on the race track it will be a fight for blood, as the feelings existing between the two at present are very much strained. Eck is, of course, confident of Johnny's ability to do up the eastern crack in short order, but then Eck looks on his protege as invincible in everything and his opinions are possibly to be discounted a little on that account.

Fred Roach, the Rambler agent in this city, was quietly married last week to a Miss Nelson and is now enjoying the blissful honeymoon and thinking occasionally of the big business he is bound to have this summer.

I. R. Snow, the pioneer dealer of the northwest, is spending a well-earned vacation on the Pacific coast. Mr. Snow is making preparations to manufacture on a limited scale this season and he promises a mount that will be a "hummer." Mr. Korns, for a number of years connected with Mr. Snow, has withdrawn from the firm and will probably take a vacation on his Dakota farm.

HOW EDWARDS MADE HIS RECORD.

Livermore, Cal., Feb. 9.—The course over which Edwards made his 1:34⅕ is one of the finest in northern California and drops almost twenty feet to the mile; but this drop did not affect Edwards' performance very materially, because a fairly strong breeze was blowing in the faces of the the pacers and record-breaker. The course runs southeast and almost north, there being a slight turn. Edwards was paced by a Rambler quadruplet weighing 73½ pounds and the record-breaker himself rode a No. 10 Rambler weighing sixteen pounds. The quad used was made especially for the record-breaking attempt to the order of Thomas H. B. Varney, the Pacific coast Rambler agent, and arrived in San Francisco Tuesday and was reshipped to this place on Wednesday. On its arrival here Dick Alyward, who had prepared the team for the attempt, immediately put his men at work learning to control the four-seated machine. The whole record-breaking team is composed of members of the Garden City Cyclers of San Jose and they are among the foremost racing men of that club. Edwards was paced the entire distance by the quad, which was manned by Tony Delmas, Henry M. Smith, Allan Jones, and Clarence M. Davis. The steering of the machine was left to Delmas and the others were seated in the order named.

It was exactly 16 minutes 2 seconds after 10 o'clock when Wilbur Edwards started for the coveted record and he finished strong at 10:17:36⅘, just 1:34⅕ for the mile. The start was made about three-quarters of a mile out of town and Edwards, on his 16-pound wheel, behind the big machine took a quarter of a mile to get up his speed, passing the officials at the starting point at a rate of almost a mile a minute. At the quarter-mile the two machines were going still faster, with the wind in their faces. This speed was maintained for the next quarter, but at the three-quarter post the slowing up was very perceptible, but Edwards was pushing his wheel closer up to the long machine and was getting as much protection from the wind as possible. The last quarter was slow compared to the preceding ones, and the finish showed that the men on the quadruplet were almost exhausted, but, considering that none of them had ever mounted a quad until three days before, their work was wonderful. The officers at the finish all agreed on the time and the officials along the line agree that everything was all right. Three engineers made a public survey of the road just before the trial and found the course to be fourteen inches over the mile.

Further attempts will be made on short distance records.

Charles L. Knudson, of Milwaukee, who rode from the Cream City to Mexico, passed through Chicago last week on his way home. He had a very adventurous trip, and says that he wouldn't undertake to make the ride again for a fortune.

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GEO. K. BARRETT, EDITOR.

THE NATIONAL ASSEMBLY MEETING.

Well, it's all over. Asbury Park got the meet, Willison was elected president, our friend Mr. Billingsley was turned down very properly, the negro question was disposed of amicably, "Pop" Bassett's salary was not cut, and several important amendments were passed. Taken as a whole, the fourteenth National Assembly of the League of American Wheelmen did itself proud. Since the meeting the future of the League seems brighter and under the guidance of the new officers the good old ship should pursue the even tenor of its way and finally land in the harbor of prosperity.

Boston's knock-out in the scramble for the League meet was a great surprise. The Hub was thought to have a "cinch" on the plum. But it is oftentimes the case that a dark horse comes to the front at the quarter and wins out in the final sprint. Beantown should not harbor any ill feeling over her defeat, but should try to help her sturdy rival in making the '95 meet the huge success it deserves to be.

The discussion of the *Bulletin* question was an interesting one and Mr. Elliott's suggestion seems to be the easiest way out of the difficulty. Sure it is that the League needs an organ and needs it badly. Such a huge organization without an organ would be like a boat at sea without oars. The committee which is looking into the matter should get right to work and solve the problem for the League at once.

A better man than Willison could not have been selected from the League membership to fill the presidential chair. He may not be a man with a big reputation, but he is a hard and sincere worker, and has the interests of the League at heart. That's the kind of a man we want in these times and Mr. Willison fills the bill. George Perkins' promotion is a deserving one, for the Massachusetts man has done a great deal for the L. A. W. Wisconsin has been a hard worker for good roads and during the last year has been very active in agitating the question of better highways. A. Cressy Morrison has been the leader in this movement and it is no more than right that he should be elected a member of the L. A. W. royalty. A. E. Mergenthaler, of Ohio, will make a good treasurer. He has wanted the office for some time and now that he has it he ought to make a name for himself and fill the coffers of the L. A. W. with the gold it so sadly needs.

The very sensible amendments of ex-Chairman Raymond are worthy of careful study. The man who has made racing what it is today has devoted not a little of his time to thinking up schemes for the betterment of the sport. His idea of charging for sanctions is something that ought to have been done at the start. It is no more than right that the race meet promoters should help the League a little when that organization has done so much for them. The money raised in this manner can be used very acceptably in paying the chairman of the Racing Board a salary and in meeting the bills incurred by the board in managing racing.

It is to be hoped that that vexatious negro question has been disposed of for good. It has been bothering the League for years, and, like Banquo's ghost, would not down. It has been the means of nearly disrupting the League in the south and has lost the big cycling organization a large number of members. We are glad that Mr. Jaquish recognized the fact that the colored man was an undesirable person and withdrew his amendment. We hope that a similar one will never be introduced.

And last but not least we are glad that the assembly refused to cut the salary of Secretary Bassett. If ever a man earned his salary that man is Abbot Bassett. We couldn't afford to slice his pay one-third, for then the venerable secretary might throw up his job, and what would we do without Bassett?

Yes, come to think it all over, the assembly did its work well and deserves to be complimented.

WHEELMEN'S TROUBLES.

February seems to be the month that the lawmaker gets in his most deadly work. On every side we hear complaints from the wheelmen of laws that are about to be passed which will affect them seriously. Chicago had troubles of her own in disposing of the obnoxious ordinance that Ald. Potthoff Ballard worked so hard for. Fortunately for Chicagoans the Potthoffian alderman did not meet with much success, a majority of the council being against taxing bicycles. And then the wheelmen have a powerful ally in the *Evening Post*, which in an editorial last week strongly denounced Ballard. The paper asked Ballard if he was working in the interests of the street-car companies, and then went on to show how the big corporations lose something like $500,000 a year because cycling is so popular. In conclusion the *Post* says: "There is no other demand for Mr. Ballard's ordinance. The amount which the city would derive from it is paltry—does not at all offset the injustice of its provisions. The bicycle has been the source of healthy exercise, of innocent gayety, and of economy to many thousands, men and women who have no other opportunities for exercise, whose gayety is curtailed by poverty, and to whom economy in little things is essential to comfort. Mr. Ballard might as well tax legs and arms as bicycles. He might a great deal better put a tax on private carriages, and on the dirty 'buggies' which are lined up against the curbing around the City Hall."

Then there is a wail from Kansas that should be listened to. A country bumpkin legislator has got the idea into his tack-like head that wheelmen do not show enough respect to the country-folk and is trying to pass a law compelling any bicycle rider meeting a team on a country road to dismount and stand aside until the team passes. He also provides that a fine of from $1 to $100 be imposed. The wheelmen of Kansas should combine and sit down good and hard on this presumptuous legislator. He is either a road hog in disguise or a fit subject for an insane asylum. In either case he should be Potthoffed and the sooner the wheelmen relegate him to political oblivion the better it will be for the country at large. It isn't safe to let such a person wander around loose.

But this isn't all that the poor wheelmen have to put up with. Besides these political nuisances there is the crank who will continue to howl that cycling is only a fad and that it will soon die out like the roller-skating craze. It is laughable to see reputable farm journals try to make out that it costs more to care for a bicycle than it does a horse. An instance to hand is the *Farm, Field, and Fireside*, which says: "The bicycle is but a temporary 'fad' which will not continue after prices of a wheel get down to a normal level below $25, as is sure to result within five years. It is not a measure of economy that leads people to buy a wheel instead of a horse. It is more the feeling of safety in having a means of travel that is apparently more safe. The repairs on an average wheel, including the difference paid in exchanging a worn wheel for a new one, are on a general average nearly equal to the cost of keeping a horse in the average village. Counting the greater variety of uses for a horse to the average family and the comfort afforded in all sorts of weather, in snow, in mud, on good roads and bad ones, a good dispositioned horse is for most families a more economical investment than a wheel. The fathers and mothers, who most need a conveyance, usually find the horse preferable."

How any editor can write such twaddle is astonishing. He is worse off than the jay legislator, for he is supposed to know something, while the countryman can be excused on the plea of ignorance. If the editor of our e. c. waits until bicycles sell for $25 before he draws his salary he will have an immense fortune coming to him.

With such things to trouble him it is small wonder that the wheelmen have gained the reputation of being cranks.

WHY SHOULD NEW YORK BE FIRST?

The trade went to both the Chicago and the New York shows, and has formed its opinion of the merits of each. Some have declared that Chicago, with her hosts of agents and volume of business done, was the best, while others have contended that New York, with her magnificent Madison Square Garden and her "400," had the inside track. But whichever city had the best of it matters but little, as the trade was well pleased with two shows—one in Chicago and the other in New York—and the Cycle Board of Trade has set its seal of approval on the advisability of having two such exhibitions, so next winter the trade will have two. Those who have favored one show and those who have announced themselves as opposed to

shows of any sort have been overwhelmed by the tidal wave of public approval, and will have to hold their peace for a year or so at least and attend.

But that is neither here nor there. What we wish to talk about is an editorial in the *Wheel*. Our New York contemporary winds up a very able editorial on the show question with: "In the light of present experience we hope the final decision of the powers will order two shows, one in New York about January 3, the other in Chicago about February 1." We would like to ask our e. c. why New York should have the preference over Chicago. The simple fact that she has a better building for holding the show does not give her precedence over the Windy City. In fact, past events have proven that the wiser course for the Cycle Board of Trade to pursue is to allow Chicago to hold the early show. The country surrounding Chicago, from whence comes the agents who attend the show, has a warmer climate than that of the bleak eastern coast. For that reason alone Chicago should have the first show, for it stands to reason that if the weather is warmer in the west, that is the place where trade will open up first. Chicago held the show first this year, and with true western enterprise announced the dates for the next before the first one was over. Now the *Wheel* would have Chicago give up her dates to New York, just because the latter has Madison Square Garden and the "400." Those are the only reasons, for New York has no other claims to priority, while Chicago has many.

We agree with our eastern contemporary that two shows should be held, but we differ with it in regard to giving the early date to Gotham. Chicago should have the first show and she will have it.

Howard E. Raymond is no longer chairman of the Racing Board, more's the pity. He was the best chairman the Racing Board ever had and it will be many a day before the League sees his like. George D. Gideon is a fitting successor to such a man and well may the racing man tremble if Mr. Gideon suspects him, for the Quaker is relentless when on the trail of the guilty.

A boy standing on the shores of the Atlantic ocean throws a stone into the big pond. The stone makes a great splash and the ripples widen and gradually disappear until the sea is once more smooth. This reminds us of the way the National Assembly disposed of one Billingsley, of Illinois. The only difference was that when that gentleman was thrown into the sea of political oblivion he hardly made a ripple, let alone a splash.

Referee Prial has been avenged and the racing men have been made to feel the power of the Racing Board. Chairman Raymond's decision in the Madison Square Garden case should have a salutary effect upon those rebellious racing men who are inclined to "strike" at every opportunity, and we hope that the new Racing Board will not have to handle a similar case.

Have you read Secretary Kennedy-Child's letter to the trade? If so, have you answered it? The replies to this communication are bound to be important, showing as they will how the trade feels on the show question, and the letter from the Cycle Board of Trade should receive the prompt attention of every agent and maker.

Now that Chicago has rid herself of that objectionable tax ordinance it is to be hoped that the craze will not spread to other parts of the country. How long will it be before the lawmakers recognize the fact that the courts have declared the bicycle to be a vehicle and entitled to the same privileges that a buggy is?

Thomas F. Sheridan, ex-first vice-president of the League, is mourning the loss of his mother, who died this week. We offer our most heartfelt sympathies to Mr. Sheridan, and we know that his large circle of friends in all parts of the United States will feel for him in his hour of sad affliction.

Watch out for League members in the south. Now that the negro has received his final black eye, southern League workers should try to redeem the promise of 1894 and bring those 5,000 new members into the fold.

Now for the summer girl, that board walk, moonlight night, and gurgling wavelets. Asbury Park, we'll be with you this summer if we have to let the office boy get out the paper.

Boston's chickens were evidently counted before they were hatched. Asbury Park, you have real western grit and we "looks toward you and we likewise bows."

Crackajacks Suspended.

Chairman Raymond's last official act was to punish the racing men who struck at Madison Square Garden last Thanksgiving. Harry Leeming, the trainer, has been suspended from all track privileges for six months; C. M. Murphy, Nat Butler, E. A. McDuffie, C. E. Ganse, J. W. Judge, George Gates, F. B. Goodman, W. A. Barbeau, T. A. Bell, A. C. Green, J. W. Hefferman, A. M. McIntyre, C. Leibold, John Allison, W. A. Brown, E. Hodgson, C. T. Earl, and W. L. Darmer were suspended for three months, while Monte Scott and Herbert Githens were let off with two months' suspension.

For violating Clause A of the Class B rules the following have been declared professionals: J. P. Gunn, Salt Lake City; H. L. Dickinson, Audubon, N. Y.; A. Nelson and W. W. Malone, of Atlantic; J. R. Crabb, Anita, Ia.; B. Taylor, Salem, Ore.; A. L. Ray, Scottsburg; H. L. Vail and Van Alling, Madison, Ind.; A. M. Price, Ghent; V. S. Cox, Jr., Louisville, Ky.; A. J. olet, of Chicago, and E. F. Leonert, of Buffalo, have been put in Class B.

WOMEN WON THE DAY.

BOSTON, MASS., Feb. 18.—There has been nothing startling in this city this week. The only thing that has been of interest at all has been the fight about the amendment to the constitution of the Massachusetts Bicycle Club. As recorded last week, the matter was deferred till a special meeting could be held and proxies secured of those who were not present at the first meeting. This meeting was held Friday evening, February 15, and if all accounts are true was a pretty interesting session. The vote was very close on the amendment, which was finally lost after two and a half hours of talk and tussle. The constitution requires a two-thirds vote to pass an amendment. To show how close the vote was, and how nearly the amendment came to passing, and that it is the wish of the larger part of the club that it should pass, the observer has only to look at these figures. The vote for the passage of the amendment was seventy-one. The vote against such passage was thirty-nine. Two-thirds of the vote cast was seventy-three. Therefore it lacked but two votes. It is not stated whether the anti-women members will try to put it through again or drop the matter and resign. It is supposed that

A Large Number of Them Will Resign.

It is not stated either what the women members will do. It must be plainly demonstrated to them that they are not wanted in the club and that the best thing to do would be to get gracefully out. But it is very probable that they will stay in and that the club will gradually disintegrate.

Arrangements for the big ball of the Consolidated Cycling Clubs of eastern Massachusetts are progressing fast. In the last week many important details have been determined on, and when March 19 comes Music Hall will be filled with cyclers and their friends from all over the New England states. The governor and mayor and aldermen have been invited and in all probability the gover nor and mayor will be present. The decorations of the hall will be very elaborate and one feature in them will be the use of banners of the various clubs in the organizations.

Robert T. Teamoh, of the Massachusetts state legislature, who introduced the famous resolution of censure against the L. A. W. for excluding the colored man, and who is a colored man himself, is going to New York to do missionary work among the delegates for his people. He has gotten himself appointed as delegate from the Riverside Cycle Club, of Boston, the association which has been making such a howl over the colored question, and is going on to see what he can do. He says that he has not much faith in success, because he thinks that politics will kill his chances and all the rest of the colored men. He thinks that political deals and swaps in the assembly will seek to do his brethren an injustice. Secretary Nott, of the same club, is also going, and thinks there is a fighting chance. Mr. Teamoh is going with the proposition to make the assemblymen believe that Mr. Watts

Deliberately Fabricated a Falsehood

at the Louisville assembly and invented the story of the Union Bicycle Club of that city for political purposes. He claims that there never was and is not now such a club in existence. One of the delegates told him that if he went to New York with any such idea as that in his head and tried to exploit it, he would either get thrown out of the room or punched. He does not seem to think so, however.

Whenever Nat Goodwin comes to town he makes for the Columbia riding school, which he haunts till the last train goes for his next "stand." He is as much of an enthusiast on a wheel as he is on a horse's back. And his friends will know what that means. One day this week he started in the morning and was given a new mount—a wheel that he had never ridden before. He did not mount immediately. He was seen to take the wheel by handle-bar and saddle and trundle it round the rink, patting it on the saddle and talking to it apparently in a low tone of voice. This he kept up for some time. Finally Kirk Corey, who was there and who got interested, asked him what he was doing. To which the genial Nat replied:

"Well, when I ride a new horse that I have never sat before I always like to walk him round and get acquainted with him, so to speak. Now that is just the way here. I have never sat this wheel before and so I like to get acquainted with it."

THROUGH OTHER EYES.

The bicycle fad has come and will go; the electric carriage may come, but will not stay, will pass away like a new fad in spring hats, while the speedy roadster will survive for all time to come, and gain popularity with passing years. The fast roadster is both a luxury and a necessity that, owing to his cost and the expense of keeping, will never be a common article of possession by all classes of people, and hence will always be in favor with those who can afford the necessary expense. It is the scarcity and cost of an article that make it desirable, and that which everybody can have is wanted by no one in particular, and hence is always cheap. The *Turf, Field and Farm* hits it about right when it says: "Road riding is a health-producing recreation, and it keeps to the front the typical horse of America, created after long study and costly experience. The bicycle fad is likely to be overdone, just as the roller-skating fad was overdone; but not so with road riding, because, in the very nature of things, it can not be made cheap and common. When the times are good the arbitrators of fashion will use those things in their recreations which are beyond the reach of every person, and they will be followed by all who can afford the luxury. The horse requires feed and the attention of a groom, and for this reason he will be elevated above the bicycle by those who are not compelled to practice the most rigid economy."—*Western Horseman.*

The National Assembly

NEW YORK, Feb. 18.—The most enthusiastic and probably the most important meeting of the National Assembly ever held is now in session here, at the Grand Union Hotel. Delegates and workers for Asbury Park and Boston began to arrive as early as Saturday morning, the first arrivals being rapidly followed by more and more until this morning, when the assembly was called to order, there were 101 voters congregated together in the spacious ladies' dining hall of the hotel. Of these 101 voters, thirteen were either leading officers, chairmen of standing committees, or ex-officials, the remaining eighty-eight being delegates; the total number represented, personally and by proxy, being 144. Promptly at 10:50 o'clock this morning Pres. Chas. H. Luscomb rapped for order, and the fourteenth annual convention of the League of American Wheelmen was in session.

Secretary Abbot Bassett proceeded to call the roll, and the following answered:

W. L. Pinney, chief consul, Arizona. E. L. Hartwell, Colorado. Louis A. Tracy, chief consul; P. W. Westlake, vice consul; L. H. Sweet, secretary-treasurer; D. H. Post, W. A. Howell, all of Connecticut. L. C. Jaquish, chief consul; C. H. Robinson, vice consul; A. A. Billingsley, W. A. Connolly, Geo. D. Loucke, all of Illinois. Thos. Hay, chief consul, Indiana. Thos. F. Cooke, Iowa. W. C. F. Reichenbach, secretary-treasurer, Kansas. E. A. Newhouse, chief consul, Kentucky. Jas. E. Marrett, chief consul, Maine. J. A. Arnold, chief consul; S. A. Van Trump, vice consul; R. H. Carr, Jr., secretary-treasurer; John T. Brooks, all of Maryland. J. R. Bettis, Missouri. J. E. Ebersole, chief consul, Nebraska. H. J. Taggart, chief consul, New Hampshire. Robt. Gentle, chief consul; R. R.



A. C. WILLISON, President.



GEO. A. PERKINS, First Vice-President.

Chiswell, vice consul; J. C. Tattersall, secretary-treasurer; Fred Kerr, J. W. Dickinson, J. H. Holmes, Jr., all of New Jersey. I. B. Potter, chief consul; W. E. Underhill, vice consul; W. S. Bull, secretary-treasurer; W. M. Honig, C. B. Benson, T. W. Neary, Chas. Schwalbach, R. G. Betts, J. J. Woods, all of New York. Phil Heinsberger, Jr., chief consul, North Carolina. Parker G. Reed, chief consul; Geo. E. Prout, vice consul; Dr. A. B. Houson, secretary-treasurer; A. E. Mergenthaler, W. H. Chubb, W. C. Monroe, all of Ohio. S. A. Boyle, chief consul; J. T. Keenan, Jr., vice consul; J. J. Van Nort, secretary-treasurer; Thos Hare, P. S. Collins, C. A. Dimon, Geo. T. Bush, W. T. Nesbit, T. F. Myler, A. F. Nelson, all of Pennsylvania. Geo. L. Cooke, chief consul; Benj. Smith, vice consul; Nelson H. Gibbs, secretary-treasurer; Leo Kaufman, all of Rhode Island. Chas. J. Scherer, chief consul, Tennessee. E. W. Hope, chief consul, Texas. A. A. O'Neill, chief consul; J. Hugh Henry, secretary-treasurer, all of Virginia. A. C. Morrison, chief consul; M. C. Rotier, secretary-treasurer; I. F. Strass, all of Wisconsin. Sterling Elliott, chief consul; D. E. Miller, vice consul; Chas. S. Howard, secretary-treasurer; Henry Crowther, A. D. Peck, Jno. C. Kerrison, H. W. Robinson, J. S. Dean, N. W. Starbird, C. W. Fourdrinier, W. C. Dillingham, J. Fred Adams, Spencer T. Williams, A. K. Peck, Geo. L. Sullivan, A. W. Robinson, all of Massachusetts. R. G. Steele, chief consul; E. H. Hines, vice consul; F. H. Escott, secretary-treasurer; C. P. Baker, all of Michigan. Also, President Chas. H. Luscomb, First Vice-President A. C. Willison, Second Vice-President Geo. A. Perkins, Secretary Abbot Bassett, Treasurer W. M. Brewster; H. L. Perkins, chairman membership committee; C. F. Cossum, chairman rights and privileges committee; W. W. Watts, chairman rules and regulations committee; H. E. Raymond, chairman Racing Board; Albert A. Mott, chairman transportation committee; Dr. G. C. Brown, Geo. R. Bidwell, Chas. L. Burdett.

James R. Holmes, Jr., of New Jersey, read the report of the credential committee regarding the settlement of delegates and the proxies to be voted. This report was accepted, and then A. C. Willison, of Maryland, announced that the president's report would be read by Charles H. Luscomb.

In his report

A General Resume of the League's Transactions

during the past year was given. It was a concise and able document, read in those deep chest tones of the retiring chief, and when he had finished he was uproariously applauded.

President Luscomb, in rendering his report, took occasion to say that there had not been a single working day and few Sundays in which the affairs of the League had not taken up a great portion of his time. He said that when the present officials took charge of their offices they were confronted by a condition of affairs more serious than had ever before confronted the League. His predecessors had discontinued the official organ, as well as the League organ, *Good Roads*. The treasury at that time was in a depleted condition, the dues had been raised, and there was not enough money to pay the outstanding debts. After assuming office the officers found debts confronting them that they had never thought of. The renewal season was at hand and there was no manner of reaching the membership.

Immediate attention was given the official organ, and a contract finally



A. CRESSY MORRISON,
Second Vice-President.



GEO. D. GIDEON,
Chairman of the Racing Board.

awarded a Chicago firm to publish it, under the conditions that it was to be distributed to the League membership free. Complications almost immediately arose with the post-office authorities and the paper was denied admission as second-class mail matter. Repeated efforts to withdraw the barrier resulted unfavorably and the committee was forced to interpret the provision of the constitution Article III, Sections 5 and 6, so that there could be secured a voluntary subsciption to the official organ. The office of the secretary was then moved to Chicago, where the new offices were opened.

Mr. Luscomb thought that the cause of the remarkable decrease in membership was due to the increase in dues, the intermittent distribution of the official organ, and the inability of the L. A. W. to furnish the *Good Roads* magazine to the members. Of the $8,053.01 of the reported accounts of *Good Roads* the League was only able to collect $2,336.02, and this



A. E. MERGENTHALER, the New Treasurer.



W. M. BREWSTER, the Retiring Treasu er

has already been paid out. Mr. Luscomb also spoke of the Michigan "revolt" and recited the session wherein the new election was ordered and Mr. Bresler was deposed. The principal involved, Mr. Luscomb thought, was of vital importance, as it bore directly upon

The Question of Supremacy of the National Body

over a state division. In speaking of the proposed reduction in the secre

Taken From the Waverley Catalogue.

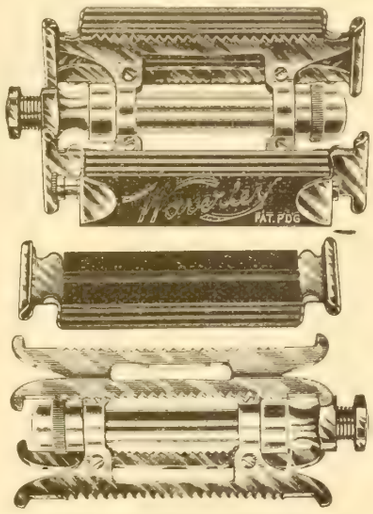
Waverley Greeting.

To the Rider.

Ever since the manufacture of bicycles began in America there has been a continual demand for a strictly high-grade machine at prices not to exceed two-thirds of that asked by the high-grade makers already in the field, and when we undertook two years ago to build a wheel to supply this popular demand our goods were, at first, looked upon with some suspicion. Riders and dealers alike said, "Why, how is it possible for you to give us this thing while the old makers claim they can not do it?" Dealers by the hundreds wrote in and complimented us on the elegant appearance of the Waverley; "but," said they, "we are afraid it is too good to be true." The Waverley has gone through the seasons of 1893 and 1894, leaving a proud and honorable record. We believe, from what our agents tell us, who handle all of the other makes as well as ours, that there has been less breakage or trouble reported from the use of the Waverley than from any other high-grade machine sold in the world. We have continually received letters of praise from our agents, in which they stated that, although our wheel was listed and sold at from $40 to $65 below those of other high-grade makers, they gave far better satisfaction and caused much less trouble than any line they ever handled, regardless of price. The name "Waverley" has become a synonym of the term "high grade." Every wheelman has a good word for it, because they respect our efforts to supply a machine of such superior grade at the greatly reduced price, while every manufacturer calmly takes his hat off and acknowledges the merits of the Waverley by reducing his own list prices to within a reasonable distance of ours. They can not meet us and maintain as high a standard because of our unusual facilities for the production of strictly high-grade machines. In the past we have been content to merely equal the standard of our competitors, giving our patrons the advantage of greatly reduced prices. In the production of our '95 model, however, we were determined to build a wheel that would soon establish for itself the reputation of being the *highest of all high grades*, and we cheerfully recommend the '95 models, illustrated in this catalogue, to you as being constructed of the very best material that money will buy or human brains devise, and as being built by the best class of mechanics obtainable, under the supervision of the most competent heads known to the bicycle trade. While many, in fact, most all, of our competitors close their factories during the fall and winter months, thus allowing their mechanics to become scattered over the entire country, necessitating the employment of new and generally inexperienced and incompetent hands, we *do not*. Our factory runs the year round, and our force, therefore, is always on the *up grade*; hence, in buying the '95 Waverley you can depend upon it as being the leading high-grade bicycle manufactured in the world.

The Waverley Pedal.

In presenting our new Combination Pedal we feel that we are offering a boon for which wheelmen have long been in search. A thoroughly high-grade pedal has been the hardest thing to buy among the entire category of bicycle accessories. For two years we have been constantly in search of a really high-grade pedal for our own use, but were compelled to give up the search in, we might say, disgust, and immediately turned our attention to the production of a pedal for the Waverley that would be the finest thing in the pedal line ever manufactured. A pedal, to be in keeping with the Waverley, must, of necessity, be very fine. Our ideas were high; hence, when a design was made that suited us, no expense was spared in the production of the most thoroughly high-grade, exquisitely constructed pedal that could be produced. The result has fully justified us in our determination to build a fine article, whose merits are attested by the fact that, although we did not at first have any idea of offering the pedal to the general trade, the tremendous pressure brought to bear by the complimentary letters received from various manufacturers, and the fact that good orders were offered without any solicitation, caused us to go into the manufacture of them somewhat more



extensively than we had originally intended, and now any dealer can have his entire line of bicycles fitted with these elegant, dainty little dust-proof pedals by simply making a demand on his various manufacturers for them. These pedals are regularly fitted to all machines illustrated in this catalogue without extra charge, notwithstanding they are by far the most expensively constructed pedals made. The rat-trap pattern is always supplied, unless rubber attachments are specified in the order.

Our Plant

Has been the source of the greatest surprise to members of the cycle trade who, on being shown through the establishment for the first time, opened their eyes wider and wider in wonder and astonishment as they passed from one department to another. Very few persons who have never been through the factory have any conception of its size or capacity. Our daily capacity, on regular time, is 125 complete bicycles, but we have turned out as many as 175 machines. Our entire plant has been refitted in the past few months, and thousands of dollars worth of new machinery added, so that in starting in on our '95 product we did so with every possible advantage that could be obtained from the use of the very latest up-to-date machinery and appliances of every description. Not a dollar of expense has been spared to furnish the factory with all of the new labor-saving devices that could be procured elsewhere, or devised by our own mechanics. One of the greatest features of advantage and economy in the establishment is

Our Natural Gas Plant.

Every dollar's worth of fuel used in the entire place, from the office stoves to the drop-forge furnaces, is natural gas, supplied by a private pipe line direct from the gas belt, a distance of more than thirty miles. The use of this wonderful gift of nature for fuel not only saves us thousands of dollars annually, but enables us to turn out much finer goods than can possibly be produced by any other method known to mankind. In its use for heating the steel in its various departments, such as the forge department, brazing department, hardening department, etc., it is of inestimable value, as steel can be worked by this heat to much greater advantage than by any other known method. This gas throws a clear white heat that can be regulated to a degree at all times, makes absolutely no dust or dirt, and saves hundreds of dollars annually for this reason alone. In fact, it is one of the great secrets of our success in being able to market the highest of all high-grade bicycles for less money than our competitors can market inferior goods.

Indiana Bicycle Co.,

Indianapolis, Ind., U. S. A.

tary's salary Mr. Luscomb said that at a meeting held at Boston a careful examination had been made of the equipment and working of the secretary's office and he thought that the character and volume of work was not such as to require the maintenance of so large a salary as is at present being paid the secretary. He suggested its reduction to $1,500 or $2,000.

Speaking of the discontinuance of the official organ the president said: "In the judgment of the president there should be a union of the official department and the roads improvement agitation in one publication, which can be sent through the mails as second-class matter, and the scheme of supplying same to the membership so developed as to relieve the individual members of personal liability for any obligations assumed, the property of the L. A. W. held in common being the guarantee fund."

Mr. Luscomb thinks that the Springer bill covers the case of the L. A. W. and has filed a brief to that effect, covering all the points. He dealt at length on the good roads agitation, and its growth in this state and New Jersey. Supplementing his amendment to the by-laws, he said: "The National League meet is a question which has led me to present an amendment to the effect that all national meets should be under the direction of the executive committee. Of the last meet the executive committee knew practically nothing, notwithstanding inquiries, and occupied the position simply of invited guests. The burden of arrangements, provision, and entertainment should not be imposed wholly upon the particular locality to which the meet is assigned, but the general lines of the meet, the official work, and like matters should be



Under the Direction of the League's Committee

and the entertainment features be an adjunct and subsidiary thereto." This condition leads me to place before the assembly for its consideration the question whether it is not better to arrange for two national meets, one in the early summer and one in the fall, so that the pleasures and advantages of the general gathering can be enjoyed by our membership in the east as well as in the west. As it is, one-half of our members are unable to attend them. A western meet in June and an eastern meet in September would, together, attract many more of our members than one annual meet.

Mr. Luscomb paid a tribute to the late Dr. N. W. Beckwith, one of the old presidents of the League, who died last year. He recommends that the official minutes of the League make proper mention thereof.

In closing his report Mr. Luscomb said:

"The L. A. W. presidency is not a bed of roses. It is a position that few men can fill to the satisfaction of all, and charity goeth not out to the wearer of the title. The retiring president desires to ask for his successor the kindly consideration of the membership and petitions them to criticise slowly. Believe that your officers mean well, and perform with their best and most faithful intelligence, and you will find that loyal support will spur his flagging energies to renewed efforts, while abuse and calumny will dishearten and discourage the most true and faithful of servants.

The treasurer's report was then tendered by W. M. Brewster, who has so faithfully guarded the League's finances for so many years. It was his retiring report and was perfectly satisfactory to all concerned. Mr. Brewster asked to be and was excused from reading aloud the items in his report, a complete copy of which is, however, given below:

Statement of receipts and expenditures of treasurer's office, from February 18, 1894, (date of last audit), to February 9, 1895:

Balance on hand February 13, 1894	$ 761.33
Received from G. C. Brown, February 19	595.00
Received from A. Bassett, secretary, May 21	5,000.00
Received from A. Bassett, secretary, July 16	3,000.00
Received from A. Bassett, secretary, November 5	2,500.00
Received from A. Bassett, secretary, January 22, 1895	700.00
Total	$12,556.33
Paid out on vouchers, 230 to 241, old series, and 1 to 89, new series, as per appended list	12,452.00
Balance on hand February 9, 1895	104.33
Total	$12,556.33

When genial Abbot Bassett, who was next in order, arose to read his official report, the entire assemblage settled down into their seats

In Apparent Anticipation of Something Rare.

As one member remarked, "The affairs would not be one-half as enjoyable as they are, were it not for Abbot's report." The secretary leisurely unfolded his paper, and after quietly looking about the room, began. Not a dozen words had passed the lips of the greyhaired idol of the League, before the entire assembly were convulsed with laughter. This continued throughout the reading of his most interesting report, and when the end had been reached, those present relaxed from their intent listening into one grand convulsion lasting fully 5 minutes. Secretary Bassett's report follows:

The good ship L. A. W. has been tempest-tossed the past year; the merciless waves of uncertainty have buffeted her and the winds of financial atrophy have torn her sails to tatters; but she still floats and her officers are still on deck, confident and undismayed. She is not so pleasing to look at as she used to be but her hull is still sound and the rents in her sails can soon be mended.

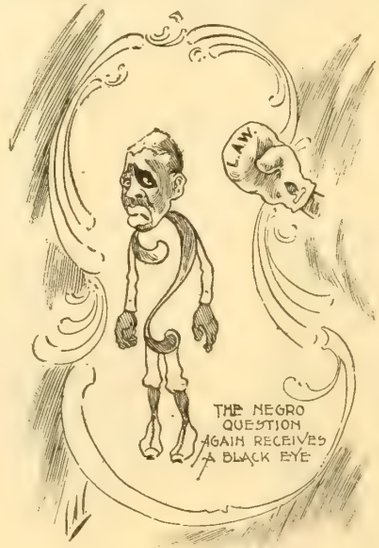
She has anchored during the year in the harbor of two cities, and the flotsam and jetsam have been gathered up by the denizens of both places. We started on the voyage with great expectations; we made radical changes in the cut of our jib and put new spars in the place of old ones; but a cyclone from the postoffice department threw us upon our beam ends, the good results of our voyage have been thwarted, and dread disappointment has sailed in the wake of our cherished hopes.

Briefly told, the story of the year is this. We started out deeply in debt. We owed $1,405.61 to the divisions and had not a dollar in our treasury to pay it with. The assembly confronted the situation and endeavored to provide a competent remedy. The situation they confronted had, however, changed its base two weeks later, and the remedy was misapplied. We had no reason to suppose that we could get a good official organ without paying for it, and when we found that we could do this, the work of the assembly had to be undone.

The postoffice department shut us out of the mails, and we had to conform our rules to meet the demands which it laid upon us. During the month of April it was impossible for us to tell where we were located in our paternal relation to the membership, and when we did ascertain our position we found that many of our members had taken to the boats. We sent out our drag nets and our seaching parties, and recovered a goodly number of the deserters, but we lost more than we recovered. We had 36,979 members. We renewed 18,269, and lost 18,710. The moral of all this is, That we must have a first-class official *Bulletin* to send to every member; that we must have no more optional subscriptions and that our dues must be $1, and no more. The lesson that we have learned is, that a good paper is our best recruiting agent, and the best return that we can give a member for the fee that he pays. We must have a good paper, and we must spare no expense to make it the equal of any cycle paper now published. Economy in this direction will surely give us the unfortunate results that we have had in 1894. We must not expect to make our paper pay for itself the first year. We shall begin with it very late in the season when advertising is hard, if not impossible, to get. But, while no contractor can afford to lose money in publishing the paper for us, we can afford to sink a few thousand dollars in the venture, and the money will be well invested.

In August we sought the assistance of a freight car and moved to Chicago. The Bearings Publishing Co. made us a proposition to print and publish *The Bulletin* free of expense. It was a business proposition that could not be turned down. Some dissatisfaction was felt and expressed that we should remove the headquarters so far west of the center of membership, and some of the divisions contracted and paid for official organs of their own.

But, gentlemen, we should look this thing squarely in the face as a matter of business. If the Bearings company had not made the proposition that they did, we should have had to pay to the contractors all the money that we received for the paper. This would have taken away from us the sum of $4,723.45, which we have this year put into the treasury. The Bearings Publishing Co. has now thrown up the contract, which has never been in force, except by courtesy. The experiment has cost the company a goodly sum of money. For what they have done, they deserve our good word. It can not be denied that there is in some quarters a prejudice against the contractors, as there is bound to be against any publisher of a cycling paper who undertakes to publish *The Bulletin*. It is true that many of us have been put to great personal inconvenience by the removal to Chicago, but, gentlemen, let us be fair and give to these gentlemen the full measure of credit that belongs to them. They have given us a good paper, and one that should have had better support; they have spared no expense, no time, and no trouble to make the paper all it should be. The financial disaster of 1894 has been materially lessened by what they have done. Let prejudice melt away as snow melts in the sunlight, and let us bestow upon them the reviving water of our generous gratitude.



During the past five months we have been dragging slowly through the dull season. Applicants are hard to get in the non-riding season, and when that dreary time comes to us, General Apathy makes his dwelling place in our tents and takes command of our forces. We enrolled 24,866 members during the first six months. In the next five months we booked a beggarly 1,274. We believe our present system to be radically wrong. We should have no abnormally dull season. When we give a member a ticket that will carry him through a full year he will get the whole benefit of membership during all of the riding season, let him join whensoever he may please to.

One more point about the membership, and then I will stop preaching, and get down

THE BEARINGS
The Cycling Authority of America

157 RECORDS, all on PALMERS!

Class B—Paced. Standing.

No.	Miles.	Time.	Name.	Place.	Date.
1	6	13:46	F. J. Titus,	Springfield,	Sept. 13, 1894
2	7	15:57	"	"	"
3	8	18:15 3/5	"	"	"
4	9	20:27 2/5	"	"	"
5	10	22:45	"	"	"
6	11	24:59	"	"	"
7	12	27:18	"	"	"
8	13	29:33 1/5	"	"	"
9	14	31:50 4/5	"	"	"
10	15	34:10 3/5	"	"	"
11	16	36:19	"	"	"
12	17	38:31	"	"	"
13	18	40:43 2/5	"	"	"
14	19	42:56 2/5	"	"	"
15	20	45:08 3/5	"	"	"
16	21	47:21	"	"	"
17	22	49:26 3/5	"	"	"
18	23	51:38	"	"	"
19	24	53:54	"	"	"
20	25	56:04	"	"	"
21	26	58:15	"	"	"

Class B—Unpaced, Flying.

No.	Miles.	Time.	Name.	Place.	Date.
22	1-4	:25	Cabanne,	Decatur,	Oct. 28, 1894
23	2-3	1:24	Sanger,	Waltham,	July 17, 1894
24	1	2:07 1/5	Sanger,	Springfield,	Sept. 12, 1894

Class B—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
25	1-4	:28 3/5	Brown,	Decatur,	Oct. 13, 1894
26	1	2:08 1/5	Sanger (Hand),	Springfield,	Sept., 1893
27	4	9:47 1/5	Titus,	Lafayette,	July 30, 1894
28	5	12:19 1/5	"	Denver,	Aug. 17, 1894
29	6	15:31 1/5	"	Cleveland,	July 21, 1894
30	7	18:02	"	"	"
31	9	23:10 3/5	"	"	"
32	10	25:45	Sanger,	"	"

Class B—Tandem, Unpaced. Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
33	1-4	:21 1/5	Rigby & Johnson.	Decatur,	Oct. 31, 1894
34	1-3	:32 4/5	Bernhardt & Goetz,	Decatur,	Oct. 26, 1894
35	2-3	1:15 4/5	Titus & Cabanne,	Denver,	Aug. 17, 1894
36	3-4	1:36	"	"	"
37	1	1:56 4/5	"	"	"

Class B—Tandem. Paced. Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
38	1-4	:23	Rigby & Johnson,	Decatur,	Oct. 28, 1894
39	1-3	:31 3/5	Bernhardt & Goetz,	Decatur,	Oct. 30, 1894
40	2-3	1:12	Callahan brothers,	Waltham,	Sept. 21, 1894
41	1	1:52 4/5	Titus & Cabanne,	Minn'p'lis	Aug. 10, 1894

Class A—Paced, Standing.

No.	Miles.	Time.	Name.	Place.	Date.
42	1-2	:59	Porter,	Waltham,	Oct. 20, 1894
43	2-3	1:18 2/5	"	"	Nov. 2, 1894
44	3-4	1:28 3/5	"	"	"
45	1	1:58 1/5	"	"	"
46	6	13:43	Meintjes,	Springfield,	Sept. 14, 1893
47	7	16:05 4/5	"	"	"
48	8	18:26 1/5	"	"	"
49	9	20:46 3/5	"	"	"
50	10	23:04 3/5	"	"	"
51	11	25:26	"	"	"
52	12	27:43 2/5	"	"	"
53	13	30:03 1/5	"	"	"
54	14	32:19	"	"	"
55	15	34:37	"	"	"
56	16	36:54	"	"	"
57	17	39:11	"	"	"
58	18	41:31 1/5	"	"	"
59	19	43:50 1/5	"	"	"
60	20	46:07	"	"	"
61	21	48:27	"	"	"
62	22	50:46 2/5	"	"	"
63	23	53:04 1/5	"	"	"
64	24	55:22 1/5	"	"	"
65	25	57:40 3/5	"	"	"
66	26	59:52 1/5	"	"	"

Class A—Flying Start, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
67	1-4	:25 1/5	Porter,	Waltham	Nov. 2, 1894
68	1-3	:34 4/5	"	"	"
69	1-2	:53	"	"	"
70	2-3	1:15	"	"	Oct. 20, 1894
71	3-4	1:24	"	"	"
72	1	1:52 3/5	"	"	"

Class A—Unpaced Records, Standing Start.

No.	Miles.	Time.	Name.	Place.	Date.
73	1-2	1:03 2/5	Jenny,	Oneonto,	Aug. 8, 1894
74	1	2:16 4/5	L. A. Callahan,	Denver,	Aug. 18, 1894

Class A—Unpaced Records, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
75	2	4:55 1/5	Porter,	Waltham	Sept. 27, 1894
76	3	7:28 2/5	Senn,	Utica,	Oct. 19, 1894
77	4	10:04	Senn,	Utica,	Oct. 20, 1894
78	5	11:26	Coffin,	Newark,	Nov. 5, 1894
79	0	25:26	Senn,	Utica,	Oct. 23, 1894
80	25	1:05:30	Senn,	Utica,	Oct. 23, 1894



Prizes offered at sanctioned meets, 1894, Class "A" and "B" — 1673

Prizes WON ON PALMERS — 1135

Prizes to be divided among all other makes of tires — 538

7 Fastest Miles made in 1894

Sanger (unpaced track)	2:07 1-5
Leonert (cycle), paced	1:35
Leonert (cycle), unpaced	1:52 3-5
Sanger (cycle), h'ndic'p race (comp.)	2:08 1-5
Cordang and Bailleux (tandem)	1:32
Robert J. (horse), pacer	2:01 1-2
Alex (horse), trotter	2:03 3-4

••••

Palmer Pneumatic Tire Co., ...CHICAGO...

Selling Agents,

COLUMBIA RUBBER WORKS CO.

65 Reade St., N. Y., and
159 Lake St., Chicago.

Class A Records—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
81	1-4	:27 1/5	Howie,	Janesville,	Oct. 10, 1894
82	1-4	:29 2/5	Beuschoten,	Poughkeepsie,	Aug. 15, 1894
83	1-3	:44 2/5	Porter,	Waltham,	Oct. 22, 1894
84	1-2	1:03 1/5	Jenny,	Oneonto,	June 8, 1894
85	2-3	1:25 2/5	Porter,	Waltham,	Oct. 22, 1894
86	3-4	1:37	Porter,	Waltham,	Oct. 22, 1894
87	4	9:51 3/5	Scott,	Asbury Park,	Aug. 31, 1893
88	5	12:11	Scott,	Asbury Park,	Aug. 31, 1893
89	6	15:15 4/5	J. Linneman,	Chicago,	Aug. 12, 1893
90	7	17:43 3/5	J. Linneman,	Chicago,	Aug. 12, 1893
91	7	16:50 2/5	Meintjes,	London,	July 8, 1893
92	8	19:23 4/5	Meintjes.	London,	July 8, 1893
93	8	20:24 4/5	J. Linneman,	Chicago,	Aug. 12, 1893
94	9	21:53 1/5	Meintjes,	London,	July 8, 1893
95	9	22:52 4/5	Meintjes,	Chicago,	Aug. 12, 1893
96	10	24:14 2/5	Meintjes,	London,	July 8, 1893
97	10	25:32	J. Linneman,	Chicago,	Aug. 12, 1894
98	11	27:55	Meintjes,	Chicago,	Aug. 12, 1894
99	12	30:29	"	"	"
100	13	32:57	"	"	"
101	14	35:41 2/5	"	"	"
102	15	38:05 4/5	"	"	"
103	16	40:39 1/5	"	"	"
104	17	43:10 3/5	"	"	"
105	18	45:53 3/5	"	"	"
106	19	48:31 2/5	"	"	"
107	20	51:18 2/5	"	"	"
108	21	53:58	"	"	"
109	22	56:39 4/5	"	"	"
110	23	59:18 2/5	"	"	"
111	24	1:01:59 2/5	"	"	"
112	25	1:04:39 3/5	"	"	"
113	30	1:17:59 1/5	"	"	"
114	35	1:31:02 1/5	"	"	"
115	40	1:44:11 4/5	"	"	"
116	45	1:57:33 2/5	"	"	"
117	50	2:11:06 4/5	"	"	"
118	55	2:24:59 2/5	"	"	"
119	60	2:39:47	"	"	"
120	100 kil	2:46:12 3/5	"	"	"

Class A—Tandem, Paced. Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
121	1-4	:25 4/5	Haggerty & Williams,	Wthm,	Nov. 2, 1894
122	1-3	:34 2/5	"	"	"
123	1-2	:53 1/5	"	"	"
124	2-3	1:13 3/5	"	"	Oct. 27, 1894
125	3-4		"	"	"
126	1	1:52 3/5	"	"	"

Paced, Straightaway Road Records. Single Team.

No.	Miles.	Time.	Name.	Place.	Date.
127	1-2	:46 2/5	W. H. Penseyres,	Buffalo,	Nov. 9, 1894
128	1	1:35	E. F. Leonert,	Buffalo,	Dec. 13, 1894
129	1*	1:32	Cordang & Bailleux,	Holland,	Dec. 2, 1894

*Tandem.

Unpaced, Straightaway Road Record.

No.	Miles.	Time.	Name.	Place.	Date.
130	1	1:52 3/5	E. F. Leonert,	Buffalo,	Dec. 13, 1894

American Hour Records.

No.	Hours.	M. Yds.	Name.	Place.	Date.
131	1	26 1489	Titus,	Springfield,	Sept. 13, 1894
132	2	45 1530	Meintjes,	Chicago,	Aug. 13, 1893

Competition Flying.

No.	Miles.	Time.	Name.	Place.	Date.
133	1-4	:26 3/5	Sanger,	Denver,	Aug. 18, 1894.

Tandem, Standing, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
134	1-4	:26 2/5	Banker brothers,	Hartford,	Nov. 7, 1893

National Road Records.

No.	Miles.	Time.	Name.	Place.	Date.
135	5	12:55	Monte Scott,	New Jersey,	Oct. 12, 1894
136	10	26:07 2/5	"	"	"
137	15	39:30 2/5	"	"	"
138	20	52:51	"	"	"
139	25	1:05:21 4/5	"	"	"
140	50	2:30:40	A. E. Weinig,	Buffalo,	Sept. 15, 1894

The English do not recognize any distance less than fifty miles, and their records stand as follows:

No.	Miles.	Time.	Name.
141	50	2:07:15	A. A. Chase
142	100	4:39:28	A. A. Chase
143	212½	12:00:00	A. A. Chase
144	376	24:00:00	C. C. Fontain

Indoor Records.

No.	Miles.	Time.	Name.	Place.	Date.
145	1-2	1:05 1/5	Barbeau, "A,"	Philadelphia,	A. T.
146	1-2	1:07	"	"	Comp.
147	1	2:14 2/5	"	"	A. T.
148	1	2:20	Nat Butler, "B,"	New York,	Comp.
149	3	7:28	Roome, "A,"	Philadelphia,	"
150	3	7:28 1/5	McDuffie, "B,"	New York,	"
151	4	10:08 1/5	"	"	"
152	4		Roome, "A,"	Philadelphia,	"
153	5	12:39 1/5	McDuffie, "B,"	New York	
154	5	12:17 2/5	Roome, "A,"	Philadelphia	
155	25	1:08:31	Martin, "P."	New York,	"

Horse Records.

156	Robert J, pacer	2:01½
157	Alex, trotter	2:03¾

to solid facts. We have a large army of men who have left us and they are now standing outside of the fence waiting to come back. If we will extend the beckoning hand and tempt them with the old numbers they will gladly pay arrearages and return to the ranks. They take pride in their former low numbers and will be glad to get them once more. I hope that the assembly in its wisdom will see fit to make this change in the renewal system for I believe they will greatly benefit the League and make happiness dwell where now resides discontent.

I present a table showing the membership of today and that of a year ago, giving the gains and losses by divisions.

Membership Totals 1894-1895.

	1894.	1895.			1894.	1895.	
Alabama	207	42	165	New York	4532	3149	1383
Arizona	18	38	*20	North California	720	473	247
Arkansas	38	65	*27	North Carolina	69	62	7
Colorado	611	948	*337	North Dakota	71	13	58
Connecticut	2297	1160	1137	Ohio	3249	1644	1595
Delaware	47	13	34	Oklahoma	15	4	11
Dist. of Columbia	332	93	239	Oregon	43	19	24
Florida	43	12	31	Pennsylvania	4557	3353	1204
Georgia	152	30	122	Rhode Island	635	490	145
Idaho	3	5	*2	South California	307	196	111
Illinois	2511	1666	845	South Carolina	42	10	32
Indiana	581	242	339	South Dakota	101	22	79
Iowa	621	576	45	Tennessee	119	145	*26
Kansas	339	214	125	Texas	204	150	54
Kentucky	616	457	159	Utah	76	87	11
Louisiana	23	9	14	Vermont	113	63	50
Maine	433	377	56	Virginia	170	131	39
Maritime Prov	32	13	19	Washington	113	118	*5
Maryland	694	587	107	West Virginia	125	57	68
Massachusetts	6297	5337	960	Wisconsin	492	426	66
Michigan	1160	590	570	Wyoming	28	40	*12
Minnesota	403	214	189	Indian Territory	0	1	*1
Mississippi	0	52	*46	Germany	1	2	*1
Missouri	865	690	175	Bermuda	2	1	1
Montana	120	47	73	Mexico	1	4	*3
Nebraska	306	288	18	Canada	10	6	4
Nevada	19	5	14	England	2	4	*2
New Hampshire	370	245	125	France	1	1	0
New Jersey	2010	1433	577	Australia	0	1	*1
New Mexico	27	21	6				
					36,979	26.140	

Asterisk denotes gain. All others are losses.

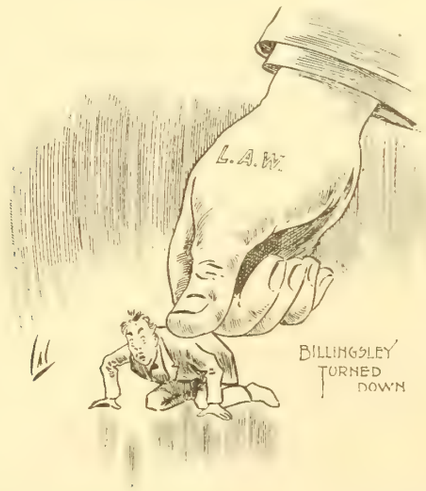
A study of the tables will show that only three divisions exhibit a gain. These are Colorado, Tennessee, and Washington. The latter renewed its entire membership by paying the fees from its treasury and shows a gain of the five applicants that have been sent. This reduces to two the number that have gained in membership. Out of 36,979 members we renewed 18,269 and we have enrolled 7,871 new members. This shows a decrease from the figures of last year of—applicants, 5,524; renewals, 5,315. Our net loss is 10,839

My next table shows the number of members who have failed to renew in each division. The net losses are a little discouraging. The table of gross losses is heartrending.

Division Losses—Gross.

North California	416	Minnesota	253	Montana	92
South California	194	Missouri	417	North Carolina	87
Colorado	299	Nebraska	142	Utah	43
Connecticut	1064	New Hampshire	181	Alabama	177
Delaware	39	New Jersey	1025	Arizona	9
District of Columbia	253	New York	2377	Arkansas	33
Illinois	1329	Ohio	1975	North Dakota	59
Indiana	408	Pennsylvania	2157	South Dakota	84
Iowa	310	Rhode Island	283	Oregon	34
Kansas	191	Tennessee	46	South Carolina	32
Kentucky	301	Texas	105	Washington	5
Louisiana	15	Vermont	69	Wyoming	12
Maine	173	Virginia	80	Florida	33
Maryland	257	West Virginia	83	New Mexico	18
Massachusetts	2292	Wisconsin	224	Nevada	14
Michigan	726	Georgia	131	Maritime Provinces	22

There have been a few changes in the upper ten. Illinois has passed Ohio, New Jersey



has passed Connecticut, Colorado has joined the group and taken the eighth place. Missouri has passed Michigan and North California has been crowded out altogether.

1894.	1895.
Massachusetts.	Massachusetts.
Pennsylvania.	Pennsylvania.
New York.	New York
Ohio.	Illinois.
Illinois.	Ohio
Connecticut.	New Jersey.
New Jersey.	Connecticut.
Michigan.	Colorado.
Missouri.	Missouri.
North California.	Michigan.

The membership is divided as follows: Atlantic states, 16,544, 63 per cent of the whole; loss from last year, 27 per cent. Middle states, 6,811; loss, 37 per cent. West of Mississippi, 4,230; loss, 16 per cent. New England, 7,672; loss, 24 per cent. Pacific Coast, 806; loss. 32 per cent. North of Mason and Dixon's, 1,907; loss, 34 per cent. Gulf states, 264; loss, 46 per cent. Total loss, 30 per cent.

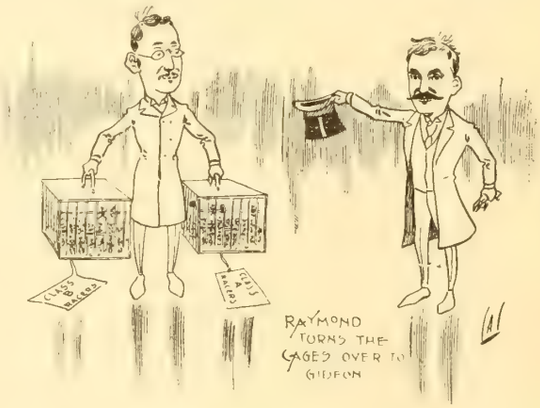
We have 690 lady members and have lost 225. How happy we might be with these fair ones had not the other dear charmers gone away! Massachusetts leads, as usual, with 250 ladies and no other division has 100. Pennsylvania is second in line with sixty-nine.

We have 180 League clubs. Last year we had 251. Massachusetts leads in this with thirty-one clubs and Ohio comes next with twenty-six clubs. Neither of these divisions has adopted the three-quarter rule.

Our Income Has Been as Follows:

Applications	$15,341.00
Renewals	18,231 00
Holders	270 00
Bar	81.50
Uniform	9.37
Bulletin	4.723.45
Fines	48.50
Miscellaneous	1.50
Total	$38,706.37
Total income last year	51,957.44
Loss	13 251.07

I am pleased to report that the other side of the ledger shows a reduction. During the year we have had what may be called extraordinary expenses—incident to our removal to



Chicago and fitting up new offices. For a month and a half we had to pay rent in both Boston and Chicago, and *Chicago* offices are high. Our rent account shows an increase of $157.50. But in spite of these extraordinary expenses we have reduced our total of expenses from that of the preceding year by $284.11.

The income received from memberships we have credited as follows:

To Divisions	$20,422.00
To Treasurer	13,150.00
Loss from the figures of last year:	
Divisions	$10,613.00
Treasurer	5,285.00

We have received for BULLETIN subscriptions, $4.723.45; from fines, profit on merchandise, etc., $311.85. Total, $5,035.30. All of this goes to the treasurer and offsets the loss made elsewhere. The divisions can welcome no assuagement of their loss of $10,613, but the treasurer is promenading paths of velvet with a net loss of only $249.70. From the amount credited to the treasurer we had to pay $1,405.61 to divisions. This represents the amount of debt which came down to us from a former administration. A legacy of debt to divisions amounting to $1,200 will go to the next treasurer.

Thus doth one woe tread fast upon the heel of its predecessor.

We have twenty-seven divisions, seven subdivisions, and five consulates. Eight consulates have departed down the back entry of our institution and we know them no more.

Experience tells us that we were fools yesterday and bids us be wise tomorrow. Out of the experience of the past year we must extract wisdom for our guidance in the future. It is for you to wind up the machinery of the organization for another year and set the wheels and cogs in motion. Many very important amendments to our rules will be offered. These have been carefully weighed and considered. It is quite time for us to give a system of government to the League that shall be permanent and abiding. A narrow view of things at this time will be unwise. We must get back to where we were in those days when the promised land of 50,000 was near at hand. We must get out of a condition that presents to every assembly meeting a great crisis to be dealt with. We are prone to wax warm and to put ourselves into a towering passion over the color of our members, the alphabetical classification of racing men or the selection of a place where we shall meet for the annual junket, while the more momentous questions that affect our whole system of government are too often given but a passing thought.

History repeats itself with us as elsewhere. The experiences of 1884 parallel the experiences of 1894. The annual meeting of 1885 gave birth to wise laws and prudent measures that inspired us with new life and started us forward. We established then a paper of our own and since that day until the present time we have taken no backward step. It is for you to formulate laws and establish policies that shall take us out of the cavity in which we are now deposited. The tail of the dog is a most interesting and important part of that animal's anatomy, but it very seldom wags the body. The latter end of our meeting very often brings to us the most important questions that we have to deal with and these frequently wag the whole institution. It is when the business of the concluding hours has been shot down the toboggan slide of our impatience that the wagging has been discordant and harmful. I beg of you not to let your interest wane when you have disposed of the negro, the scorcher, and the junketer, and I hope you will be patient and thoughtful till the curtain rings down.

On your action today depends all the success or all the failure that 1895 shall bring us. I do not for a moment doubt the outcome. The assembly is composed for the most part of men good, tried, and true in the service. They have walked hand in hand with experience and contemplated the failures of the past. They have kissed the cheek of wisdom and qualified themselves to sit in our councils and deal wisely with all that shall be brought before them.

Every one seemed to be in the best of humor now, as may be judged from the fact that Henry Crowther at this point took occasion to complain of the heavy pall of tobacco smoke which hung over the heads of those present. He suggested that the room be ventilated properly, and President Luscomb promptly appointed him a committee of one to take care of and regulate the windows.

A. C. Willison, looking calm and exceedingly well groomed, submitted the report of the executive committee, which is appended:

"Mr. President and Gentlemen of the National Assembly: As secretary of the executive committee I have a short statement to make, an extract of the report of your auditing committee, which will show something of what was done by the executive committee during the fiscal year, just brought to a close. When the change of administration took place in Louisville one year since, bills were outstanding and unpaid to the amount of $8,543.19. By the showing of the auditing committee there are at present outstanding and unpaid bills to the amount of $2,315.16. Showing that the indebtedness of the League has been reduced by the sum of $6,228.03.

"The assets of the League are practically the same as they were last year and this improvement has been wrought in the face of the fact that all the year the executive committee have been subject to extraordinary ex-

ADVERTISEMENT.

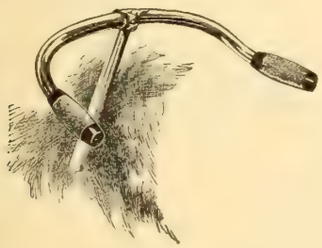
THE KIND OF A MAYOR TO HAVE.

ST. LOUIS, MO., Feb. 16.—Last week Mayor Walbridge granted an audience to a committee composed of representatives from the Missouri Division and the Vehicle Owners' Association, of St. Louis. He listened attentively to the suggestions made in regard to improved methods of street cleaning and sprinkling. A question arising as to the power of the city, under the existing ordinances, to change or improve the present methods, City Solicitor Marshall was called in and asked if the present street-sweeping machines could not be dispensed with and the old hand method reintroduced, as it was more thorough. He did not think it possible or even advisable to do so under the present laws, but the mayor said that any plan providing for better and cleaner streets would be encouraged and promoted by him. The committee made one suggestion that may be adopted at once, and that was that the buggies of the sprinkling inspectors be designated in some way that the public would know them.

Lehr, the German champion, is in Paris and talks of racing with the French professionals the coming season. Paris expects to see all the great champions on its tracks.

The New Columbia Adjustable Handle-Bar.

The new features of Columbia construction for 1895 are as many as they are remarkably practical and convenient. The adjustable handle-bar that the Pope Manufacturing Company are making their regular equipment on all Columbias



this year is a marvel of practicability, neatness, and grace.

The accompanying cut barely outlines its excellent points and attractiveness, for its advantages are manifold. It is made of 20-gauge nickel-stee tubing in one piece, thus obviating the difficulties found with many of the adjustable bars which require that two piecec be in perfect relation before the adjustment can be tightened. The head clamp is a steel forging, thoroughly secure and safe, and this, with the bar and shaft, is spring tempered. rendering the whole rigid and marvelously strong, An idea of the strength may be had from the fact that the bar has sustained, without the slightest injury, the test of an upward pull of 350 pounds, which exceeds the utmost strain that can be exerted by any rider by nearly 150 pounds.

The adjustment is particularly fine, and very positive. It is also entirely distinct from the regular binding collar that holds the shaft. By the mere turning of the screw the bar may be quickly and easily set at any desired angle to the upright, or reversed. The bar is untapered, gracefully curved, and so formed at the ends that the handles are in a good position for the hands regardless of the angle at which the bar may be placed.

The new handles are liked both for their appearance and for their special durability. They are of a cork composition, formed in molds. This gives them superior lasting qualities, as they will not chip off, as do those made of cork in layers. The new vulcanite tips are neat in appearance, doing away with the unsightliness of dents and the wearing off of the nickel common to metal tips.

In every detail the 1895 Columbia is a year ahead of all competition. The handle-bar but indicates the thought and care that have been exercised on every point of construction.

The rider who thoroughly examines the Columbia will be satisfied with no other.

Time Brings Changes.

Now watch her on her flying wheel
Along the roadways scoot.
The costume that she wears today
Was once her bathing suit.

CLEVELAND'S PROPOSED LADIES' CLUB.

CLEVELAND, OHIO, Feb. 18.—Near the close of last season a number of lady riders made an attempt to organize a club of their own, but owing to lack of system no progress was made. The subject has recently been revived, and Cleveland will probably have a ladies' club in the spring.

One of the good suggestions offered to the cycle path committee has been made by Wm. A. Skinkle, president of the Century Road Club, of America. He advocates a path of fire brick and gives as its advantages that the cost of construction would be very small; that the cost of keeping in repair would be very slight; that it would be permanent, and that in other ways it would compare favorably with cement without the excessive cost.

At a late meeting of the French Cycle Racers Association the name was changed to the "Syndicate des Coureurs Velocipedists" (cycle racers' syndicate). A ticket has been obtained from the winter track for a delegate of the syndicate who will be present at all the meetings of the cycle track. A letter was read from Belgium soliciting an alliance between the French and Belgian associations; the letter stated that the Belgian racers proposed to refuse all matches with Cody, who is in Brussels at the present time, and asked the French racers to do the same.



Columbia Bicycles



THIS YEAR SELL FOR **$100.**

THIS is from 20 to 33 1-3 per cent lower than last year. The new Columbias represent the world's highest attainment in bicycle construction.

Other makers may say they cannot produce the highest grade of bicycle for $100. Maybe they can't. We can. It is the superb Columbia plant and accumulated Columbia experience that make this year's peerless Columbia possible at $100.

POPE MFG. CO.,

FACTORIES AND GENERAL OFFICES,
HARTFORD, CONN.

BOSTON. CHICAGO.
PROVIDENCE. NEW YORK. BUFFALO.

Any Columbia agent will send you a Columbia Catalogue — 4 cents for postage — free if you call. The book tells fully of all the new Columbias and their equipment. Also of Hartford Bicycles, $80 $60 $50 — the best of lower-priced machines.

The Big 13

Sterling Team

Started January 13.
Consists of 13 men.
With 13 wheels.
Sit down to table 13 daily.

They're down in Mexico breaking records, doing trick riding, and working up the Mexicans to an increased interest in cycling.

They are everywhere acclaimed with excitement.

The Mexicans see the good points of the Sterling.

Down in Texas, on the way to Mexico, the Big 13 stopped two days to break

Eight State Records.

The most wonderful showing ever before made so early in the year!

It is time to begin to think of the wheel ***you*** will ride and the wheel ***you*** will sell.

Let it be a Sterling.

Let us send you our ***Washingtonian*** catalogue.

Sterling Cycle Works,

236-240 Carroll Ave., D

Chicago.

Schoverling, Daly & Gales, 302 Broadway, New York.
Sieg & Walpole, 285 Wabash Ave., Chicago.

penses, that in the secretary's office alone amounting to $469.72, directly incident to the removal of that office to Chicago.

"I would further inform the assembly that on last Friday, February 15, notice was served on Chas. H. Luscomb, as president of the League of American Wheelmen, that action had been brought against him in his official capacity by Isaac B. Potter. The notice I submit to the assembly. The amount named is $3,750, with interest, and the claim based on the contract lately existing between I. B. Potter and the League of American Wheelmen.

"The executive committee, knowing that the said contract had been formally and legally terminated prior to the time during which these services are stated to have been rendered, recommended that the assembly instruct the succeeding executive committee to contest, and employ counsel for that purpose." This was voted upon and approved.

Howard L. Perkins, of Rhode Island, chairman of the membership committee, then rendered a very brief report for his committee. He said that the past year the work of his committee had been exceptionally light, as

Only Three or Four Important Cases Were Reported

to them. In all, twenty-two cases were reported. One protest was withdrawn through the efforts of the committee, one referred to the Racing



Board, three were not allowed, fourteen were allowed, and three applications were rejected. The following have been expelled under Section 5 of Article 5 of the by-laws: L. D. Davis, W. A. Rhodes, Walter Wise, F. J. Rieckelman, H. D. Emerson, Victor Friend, W. F. Parks, W. F. Gilroy, J. E. Parks, C. H. Stephens, F. A. Donahue, A. L. Woodbury, J. W. Dillon, and L. DuVerdier.

Charles F. Cossum, chairman of the rights and privileges committee, rendered a very interesting report for his committee. The first interesting feature which he dwelt upon was the special meeting called last year to decide the Michigan election muddle. In speaking of this Mr. Cossum said: "It is evident that the prompt action taken by the national organization with reference to the election troubles was beneficial, as there have been no contested elections reported to our committee in any of the divisions this year, while in previous years there has been more or less friction in connection with elections which finally reached the National Assembly. The provision in the by-laws whereby divisions are compelled to meet the expenses of special elections will doubtless prevent useless and unnecessary contests."

Various opinions have been given to officers of the different divisions, many of which were accepted. These applications for assistance of the League in the prosecution of cases of injury to persons or property by accident and accidental or intentional collision on the part of drivers of teams on the road are frequently made. In divisions where the membership is not large it might be a good investment for the League to intervene and

Assist in the Prosecution.

In other cases it would seem as though the organization could not be expected to act as inducer or in any way identify itself with cases of this character. If, however, the members of the National Assembly think that a different course should be adopted, now is the time to act."

Mr. Cossum then spoke of the bicycle bill known as the "Thompson bill," which is before the house in this state. He approved of the bill himself, and regretted that it did not meet with the approval of the New York state division officers, insinuating that their antagonism was caused by the fact that it was inaugurated by the national committee instead of the state committee, and in closing his ill-timed remarks on this subject said: "If this is so, then it is high time that the provisions of the by-laws be so amended as to remove any opportunity of a conflict between the national and state committee."

After Mr. Cossum had finished, W. W. Watts, of Kentucky, was called on to read his report on the rules and regulations committee. Mr. Watts was not in the room at the time, but later on when he had returned, he said that his committee had decided to make no report, preferring to leave the rules and regulations to the consideration of the assembly. The report of Sterling Elliott, chairman of the highway improvement committee, was then in order. In that characteristic manner for which Mr. Elliott has become so thoroughly well known, the opening allusion was in regard to the present low rates on postage stamps, etc. Finally after a lengthy but none the less enjoyable verbal chat with the delegates, Mr. Elliott started in on his written report. In it he said that no meeting of that committee had been held during the past year, for the reason that nothing of sufficient importance had occurred to make the expense of such a meeting seem necessary. Mr. Gillette, of Missouri, had recently died and it was impossible therefore to offer any report of the good work he had done for roads improvements. In the report, especial mention was made of Thomas F. Cook, of Iowa, chairman of the Iowa state highway committee. The importance of having printed a digest of all the road laws of the different states, and distributing same among L. A. W. members was spoken of. Various better-roads agitators throughout the country were alluded to in complimentary terms, although no real news was attached thereto. "As chairman of the committee," said Mr. Elliott, "I have found work to occupy my time in connection with the *Good Roads* magazine. Outside the regular subscriptions and exchange lists I have circulated 58,000 sample copies of the current issues during the past ten months, and about 16,000 back numbers. These have been

Sent to Town and County Officers,

and to men who were known to need the converting influence supposed to be exerted by magazines."

Then followed a set of resolutions from the National Carriage Builders' Association, in which that body says: "As carriage builders we are vitally interested in the subject of good roads in the United States, and do hereby extend to the National League of Good Roads and the League of American Wheelmen the assurance of our hearty co-operation." Several other resolutions from the Carriage Builders' Association were read, in which the width of wagon tires was taken up and talked of entertainingly. "This," said Mr. Elliott, "is what I consider one of the most important acquisitions to the road reform movement during the past year. I was present at their meeting in Philadelphia and spoke to them on the subject of road improvements. I found them very much interested in the subject, and perfectly willing to co-operate in every possible way toward the accomplishment of better roads."

Mention was made of the good roads tournament at Asbury Park last summer under the auspices of the *American Wheelman*. This attracted wide attention and netted a satisfactory amount. "The L. A. W. 'Helping Hand' promises to become popular," said Mr. Elliott, "and I anticipate for it a great boom. So far but sixty-four hands have been placed in position. We have, however, orders for 200 more to be made up just as soon as the weather permits of measurements being taken."

Following is a statement of the expenditures and receipts of the highway improvement committee to February 1, 1895:

Cash received from September 15, 1894, to January 31, 1895, inclusive.

Helping Hands	$ 49.60
L. A. W.	162.92
	$212.52

This ended the highway improvement committee's report, and Mr. Elliott resumed his seat amid applause.

Albert A. Mott then took the floor and read the annual report of the transportation committee. The report was a long one filled with interesting allusions to matters of importance to those present. It began by stating

What had Been Accomplished for Wheelmen

and said that on January 1, 1895, "over 150 routes were free roads in the wheelmen's acceptation of the term. Some of the good work of the League will be nullified by the organization on the part of the railroads." The



report showed that the larger transportation routes with their feeders carried 432,000 bicycles in 1894. The practice in vogue among the New England roads of charging for the transportation of bicycles was condemned and this was used as an argument for holding the annual meet at Asbury Park. It was suggested that the national committee should be put in touch with the division railroad officials of the state. The report also dealt at length with the recovery of stolen wheels. An amendment was adopted making the recovery of stolen wheels a part of the duties of the committee. It was also suggested that a plan be adopted whereby manufacturers, railroads, and baggage agents help in the work, and that baggage agents be allowed to act as detectives and receive a reward of $10 for every wheel recovered.



"Barking up the Wrong Tree."

"Great joke!"

"Just think of it! Only one bicycle maker in the lot able to actually measure the power it takes to run a bicycle."

"That's so."

"And what an immense advantage that maker has; it is **knowing** vs. **guessing.** Victors are ahead, as usual.

"Which will you ride in '95—a 'guesser' or a 'knower'?

"Victors show the **science** of bicycle making."

The report concluded with a list of railroads in this country and Canada that carried bicycles free.

Following the report of the transportation committee Howard E. Raymond arose to submit an account of the Racing Board's work during 1894. Mr. Raymond's report was a long one. In it he touched on many points of vital interest to the racing man and the future of racing. His articulation was very plain and yet lightning fast. Just as he was completing the reading Arthur A. Zimmerman and Harry Wheeler entered the assembly room. It was a coincidence, nothing more.

Mr. Raymond started out by referring to the adoption of the two-class rule, and how it was received by other sports and by other countries. Said he:

The governing bodies over other athletic sports have been wisely controlled, have recognized the absolute correctness of our position, and coincided therein. We have recently witnessed the competition in the amateur skating championships of a member of our Class B without question. It was sufficient that this body named the said competitor an amateur. So much for the fears of those who saw disaster in this direction. As to the effects on other countries, we can only consider the point from the cycle sport alone. During the three years past we have been drawing closer to our foreign sister organizations, first at hailing distance, next at speaking distance, while now we exchange hand clasps, and a whisper from one is heard readily by the other. All this has come about during this vexatious amateur settlement. We are not estranged, no rule of ours has placed us further apart; on the contrary it is possible that the entering wedge has been made by the two-class rule which will eventually bring us still closer together.

We now come to the question of the effect of the new rules on the sport in general in this country. We should not hesitate now that the danger is past to admit that one year ago the outlook for amateur racing was decidedly unstable. While on the face it looked flourishing enough, this apparent good health covered a diseased interior, and no self respecting body would have continued the farce and allowed another year of its perpetuation. Hence it was that but two courses presented themselves—to legitimatize certain necessary evils, and control the class, exercising our creative prerogative, or to cut deep into the ranks of the racing men, throw them into the professional ranks, and thus destroy, for a season or so at least, the success of race meets, and financially affect many race promoting clubs of this country. Therefore the adoption of the two-class rule benefited the sport in that it kept the elements together, permitted the clubs to still run successful meets, encouraged the local cyclist to participate in his near-by race meets, and in that way develop much of the talent that will some day become prominent in Class B.

Two hundred and fifty racing men have been declared in Class B this season. The class is now large and will be much larger, and having been created by this assembly must be taken care of as time goes on. The cash prize race still bobs up now and then to bother your board and cause endless regret on the part of the competitors therein. It would be a nice thing to cement the League still more closely on the local consul plan, and see that our local consuls and our state racing boards more prominently warn the sporting interests of their sections regarding this competition for cash prizes. Your board has found occasion to declare ninety men in the professional class.

Two hundred and fifty-one men have been placed under suspension during the year for varying offenses, a greater number than ever before. This was due in a large measure to the enormous increase in racing men, due to the two-class rule. A grand total of 1,808 sanctions has been granted the past year. An analysis of the comparison table for 1892, 1893, and 1894, which is made a part of this report, shows that July 4 is our national cycling day, 228 meets having been held in the different states on that day. Decoration and Labor days, with seventy and eighty-three respectively, are but auxiliary dates. It will be noticed that this year's sanction lists shows: New York, 279; Massachusetts, 189; Pennsylvania, 169; Ohio, 123; Illinois, 103; Michigan, 91; New Jersey, 78; Missouri, 59; Connecticut, 58; California, 56, and Indiana, 43. Four states held over thirty meets, ten over twenty, five over ten, and forty-three states are represented in the entire list. Of the total number of sanctions granted, Mr. Jaquish's district took 448; Mr. Robinson's, 332; Mr. Croninger's, 304; Mr. Gideon's, 236, and Mr. Raymond's 488.

Your board feels itself carried along on the subject of records at a very rapid pace. The kaleidoscopic changes and multiplicity of records as shown today has almost made a broken-down man of your chairman, to whose lot it fell to keep the record book. If desired a course dinner might be made of records, each course as distinctive from the preceding one as possible. When the snow flies and the weather department reports a blizzard from one end of the country to the other, your chairman heaves a sigh of relief; he knows that for a few days at least there will be a cessation of record trials. All this means that some means must be devised by the new board to so restrict the record attempts as to bring them within the bounds of human physical ability to keep track of.

We would not have any arbitrary ruling made that will affect the fastest time being made in this country, or any ruling made that would discriminate against any one cycling section of this country. Upon careful consideration, therefore, it is recommended that during the racing season, from May to September, all record-breaking attempts be restricted to the open race meets held during said months, to obviate the sequestering of prominent riders from attendance at circuit race meets. That special provision then be made for the private trials during a certain portion of the remaining fall and winter months, so that the League may maintain a personal surveillance over them by means of official timers, etc., which is not possible during the entire year, while the same object would be obtained by restricting other trials to regularly sanctioned meets.

We further recommend, while on this subject, that the rules specially provide that all records shall only be recognized for the distance title of the attempt, that the intermediate distances in any attempt be not recognized as additional records in said attempt.

Upon satisfactory showing of amateur standing, 146 traveling permits were issued to as many men. This rule was watched very closely, and your board refused many times the above number of applicants this privilege, where reasonable doubts existed.

One year ago we closed our report on subject matter of Intercollegiate Association, with a report to the effect that we found ourselves compelled to use drastic measures, owing to open defiance of our sanction rule by the Intercollegiate Association, and were at this time holding the position of refusing sanctions to any and all colleges affiliated with said body. Shortly after our annual meeting last year, the Intercollegiate Association held its annual meeting in New York City, and took the subject up and concluded to submit its rules to us so that the portion referring to cycling might be made to accord with our views, and thus secure an amicable adjustment of the difficulty. In due season this was done, and all the alterations suggested by the board were inserted, which included a provision that the colleges composing the I. C. A. should in all cases apply to the L. A. W. for sanction. The adoption of these measures brought our two organizations once again in harmonious touch, and the embargo on the I. C. A. was at once removed, and we can now report that our relations with the said organization are as they should be—one of complete and sincere friendship.

Early in the season it became apparent to the governing body over cycling in Canada, the Canadian Wheelmen's Association, that an alliance with our organization, in view of the new rules, would be highly desirable. This was necessary to secure the equitable competition rights of our riders across the border, of both classes, and equally so in respect to Canadian riders visiting our country.

Your chairman made a quiet trip to Buffalo to meet the chairman of the Canadian Racing Board, and after an all-day session an agreement was arrived at, fair and honest to all interests concerned, which was accepted by both countries as a firm basis on which to permit inter-competition and adjust all differences. If Canada should not adopt a two-class rule the present year, we recommend that the present alliance be renewed and continued in force, if mutually agreeable. We report our relations with Canada to have been uniformly pleasant and beneficial, and look forward to no deterioration in that respect.

Toward the Amateur Athletic Union, a friendly fellow feeling always directs itself from our body, not only because it should be so, but because it is more closely in touch with our lines of thought, by reason of its fellow occupation of jurisdiction over the other portion of this country's territory in athletics, but also because of the bonds of alliance now existing between us which our new rules failed to strain or disturb.

It may become necessary to revamp the terms of this alliance and ratify same at this meeting, in minor respects only, but as at time of writing this report the matter has not been gone into very thoroughly, further details must be left to a separate time when we can deal with the subject intelligently. Our relations with the Amateur Athletic Union are on the same friendly footing as our last report showed.

Foreign cycling bodies, the other side of the water, and more especially England—one of our regular correspondents—can not be made the subject of any complaint in this report. We maintain our international rights without trouble, and have experienced every courtesy we are entitled to.

We recommend to our successors that the line of policy now in force be adhered to, and if such is done, feel perfectly assured that the next annual report on this subject will read as this does. We report our relations abroad undisturbed, and on that line of friendly intercourse which will lead to a broader and firmer foundation as time goes on.

The International Cyclists Union, of which this body is a member, held the world's championship at Antwerp, with increased success last year, in that the balance sheet at least showed a small financial profit. We could not see our way clear to be represented, and never quite appreciate what a wide stretch of water separates us until it becomes necessary to figure on crossing it. While the 1895 championships will again be contested abroad, we have hopes of seeing them once again near at hand some time in the future, and would recommend retention of our membership from year to year, merely from a standpoint of sportsmanship if nothing else, as well as the fact that we should not relinquish our charter membership standing in view of the small amount involved.

The amendments which will be laid before you later over the name of the chairman are really the suggestions of the board as a whole. We recommend the following amendments to the constitution:

Class A rules, clause E—Strike out the words "and such prizes shall be limited to medals, diplomas, plate, jewelry, and cycle sundries."

Class A rules, clause G—Strike out the words "nor shall the business of cycle manufacturers and bona-fide agents, as such, be considered in determination of their amateur standing."

Possibly no suggestion of this board, made in advance, has been so variously misconstrued as has this amendment, yet we hope for its adoption. It has been repeatedly stated that it meant that every manufacturer, agent, or employe, engaged in the cycle business, *must* ride in Class B. This statement is unqualifiedly an erroneous one. Such is not the purpose of the amendment or its intent or its meaning.

Plainly the elimination of the words mentioned would mean that no manufacturer, agent, or employe engaged in the cycle business could use said business pursuit as a cloak to remain in Class A if he belonged in Class B. No reputable manufacturer, agent, or employe engaged in said character of business, who is honest in his feelings toward Class A, should object to the passage of this amendment. It simply leaves it optional with the Racing Board to decide whether an agency agreement serves as a cloak to cover a violation of Class A rules. It is not mandatory, and is simply removing a dangerous mask which may, and often is, used to hide an evil countenance. We trust the amendment will prevail.

Section 6. The chairman of the Racing Board shall be elected by the National Assembly at its annual meeting and shall have the power to appoint his own associates on the board.

The amendment just read, gentlemen, is not of vital importance to us in all its features. We propose it in the line of what we think should be done, but are open to argument that our judgment is at fault.

New clause (b). It shall apportion the revenue derived from sanction fees as collected by the Racing Board to the payment of a salary to the chairman of said board and such other legitimate expenses of the entire board as may accrue.

We shall not go very deeply with you on this amendment. We believe that the justness of the proposition shows very plainly on its face.

Article 4, Section 7. New clause (b). It shall have the power to grant or withhold sanction for race meetings, and to impose penalties upon race promoters and racing men who may hold race meetings or engage in racing at the same without official sanction of the board. But no race meeting shall have official sanction if it is to be held on Sunday, or has upon its schedule any event which is open to women competitors. The board shall charge a fee for each sanction, but a League club having fifty League members on its roll may by a vote of the board receive a sanction without payment of fee. Sections following to be relettered.

With two exceptions this amendment but deals with technical insertion of power now held by the board.

The race-promoting clubs of this country should be asked to pay a small sanction fee as their share in the cost of the carrying on this department. If this assembly adopts the regular amendments to the constitution, instructing the Racing Board to charge for sanctions, we suggest to our successors that an addition be made to the sanction provisions of the rule to provide for the payment of sanctions on the following schedule: National circuit dates, $10; general sanction, one day, $2, each additional day, $1; athletic clubs, $1, and 50 cents additional for each succeeding day. To all League clubs having over fifty members no charge should be made. We should recommend no charge to a League club, irrespective of size, were it not for the fact that there is nothing to prevent two or three members of the L. A. W. constituting themselves a League club, and thus escape the very objects of this sanction.

Mr. Raymond then took up the appeal from the Cycle Board of Trade, asking for protection from the racing men who break contracts. Mr. Raymond told of his conference with the committee from the Cycle Board of Trade, and then went on as follows:

Your board gave careful consideration to this matter, and recognized that the breaking of contracts on either side was a detriment to the sport during the season; that up to a certain point the simple request made was entitled to the fairest consideration, and might, with the proper manipulation, be turned to the advantage of the L. A. W. as well as the manufacturer. We believe that the new board should not prepare any contracts to be used by manufacturers in engaging racing men; that it should not go that far or suggest any provision in same. We do believe that the next board should agree to register a racing man's contract, and hold both parties to same accountable so far as its jurisdiction extends on the track; that where a scandal arises by reason of a violation of a contract which affects the sport, either the racing man, if he be responsible for it, or the manufacturer, if responsible, be refused further protection. We further believe that in return for this concession to the manufacturer a protection should be required from same as to corruption of Class A. We believe that any manufacturer paying a salary or expenses of a Class A man should be deprived of registry rights at the hands of the L. A. W., and that any and all contracts at the time under registry should be withdrawn from said protection. We would also suggest that the new board insert in the rules that no protest shall be received after five days have passed from time of cause of intended protest.

Mr. Raymond strongly urged the next board to select an official referee. "The most experienced man possible should be secured, a man fit to represent the L. A. W. An arrangement with the clubs on the circuit should be arranged to defray pro rata the incidental expenses attending this official," said Mr. Raymond. On the subject of time limits Mr. Raymond suggests that a line should be inserted in the rules to the effect that time limits may be placed on any race except handicap, lap, and team races, and all trial heats. Mr. Raymond is opposed to the short-distance road races now being run in the place of track events, and suggested that the L. A. W. co-operate with local authorities, and enforce the laws regarding speeding on public highways. Mr. Raymond also suggested that a sort of black list be kept of club and race promoters who disobey rules, fail to keep their prize list up to value, or omit to deliver a prize when won, and refuse these clubs sanctions. In conclusion Mr. Raymond says: "We are nearing the tape; just before we cross it let us express publicly our appreciation of the gentlemen in the far west who have generally aided us in the conduct of racing affairs in their far-away section. We thank them. Let us pay our tribute of praise to Denver, and the able management of the national races. A management that left nothing to be desired. Gentlemen, the tape is here; we have crossed it."

Following the rendering of the Racing Board's report Mr. Raymond spoke a few words in a farewell strain. He announced himself as almost sorry that the end of his career as chairman of the Racing Board was so near at hand, but trusted the happy relations of the past would not be severed in the future by reason of his withdrawal from the League. When he had resumed his chair a wild shout of approval went up, at which the reserved and dignified recipient smiled gladly.

At this point a motion to adjourn was made but quickly withdrawn when

President Luscomb said that there was only one more report to be heard and that was the one on the *Good Roads* magazine, of which Sterling Elliott is editor.

Mr. Elliott Thereupon Struck an Attitude

and began, in his inimitable style, by telling a story. He said something about a newspaper publisher and an advertiser, the latter having asked the former some question regarding the circulation of the paper in view. "Well," said the publisher (according to Elliott), "we go to Europe, South America, Asia, Africa, Australia, and we have had a pretty hard time in keeping from going to h—l." Continuing, Mr. Elliott remarked that that almost fitted the experience of *Good Roads*. "However," said he, "we have hopes."

In his report, he began with the following: "I went to New York on March 16, 1894, at the request of President Luscomb." (Here Mr. Elliott explained that the reason he knew it was on March 16 that he went to New York was because on the next day he remembered Mr. Potter entering his office with a silk hat perched upon his shining pate, gloriously decorated with green ribbons and a shamrock.) "On the following day I employed the necessary help to pack and ship the furniture and belongings of the *Good Roads* office to Boston."

Then follows a long list of articles, even to a couple of toothpicks with the ends half chewed. To all these things as many more have been added, and today the office is well equipped.

The report tells about how the contract for publishing *Good Roads* had been awarded to the Wheelman Publishing Co., as had also the control of its advertising pages. Then follow details of the terms by which the magazine is published by the Wheelman Publishing Co., with quite a lengthy argument on the postal laws, etc. During the ten months to date, 1,288 L. A. W. subscribers have been obtained at 50 cents each.

"Plans for enhancing, or increasing the size of the subscription list by interesting people aside from the League seem to be futile," said Mr. Elliott; "but by plans to be discussed later, I have hit upon the right idea. Outside the L. A. W. I have received but 147 subscriptions, at $1 each, and they have been in almost every case from business men not farmers, whom we have sought to interest"

The Means of Distribution,

and other topics touching on this point, are spoken of all through the document. Said Mr. Elliott: "The man who want information upon the practical details of road building should have it furnished to him in the form of a text-book, which should contain in the most easily understood form just the information he wants."

A glowing tribute was paid to I. B. Potter and his good roads library by Mr. Elliott, who seems to enjoy "jollying" others more than himself. In conclusion, Mr. Elliott said: "I would suggest as a practical departure that the League proceed to publish a new weekly paper to be known as *The L. A. W. Bulletin* and *Good Roads*; and that *Good Roads* in its present form be discontinued, and that such road matter as would be interesting and useful be printed in a special department of the *Bulletin*.

AFTERNOON SESSION.

The afternoon session was called to order some time later than the appointed hour. The first business transacted was the report of the auditing committee, read by J. J. Van Nort, of Pennsylvania. After he had lectured the League on its slack business principles in general and suggested some new and better ones, he read off a general review of the auditing committees' work, as follows:

The receipts and expenditures of the secretary's office amounted to $40,768.61. The receipts and expenditures of the treasurer's office were $12,556.33. The receipts and expenditures in the *Good Roads*' department were $3,688.39. The executive committee's accounts of approved and paid bills were as follows:

Executive committee's balance expenses 1893–'94		$ 196 05
Balance account of president's expenses, 1893		58 20
Balance account of G. C. Brown, second vice-president, 1893		38 46
Expenses of executive committee for 1894		123 25

SUNDRIES.

Bond for Good Roads and Bulletin contract	$ 100 00	
Wheelman Co	1,200 00	
New Jersey good roads committee	15 00	
Ferryboat case Alabama	10 28	
I. B. Potter, back account	682 43	
		2,007 71
President C. H. Luscomb's traveling expenses		164 75

ALLOWANCES.

PRESIDENT LUSCOMB.

First quarter	$250.00	
Second quarter	250.00	
Third quarter	250.00	
		750.00
First Vice-President A. C. Willison's traveling expenses		409.15
Office expenses		36 64
Second Vice-President G. E. Perkins' traveling expenses		229.24
Expense of office		14.50
Rights and privileges committee's expenses		101.87
Treasurer's expenses		92.68
Transportation committee's expenses		72.94
Rules and regulations committee		74.16
Auditing committee of 1894		227.26
Michigan trial		220.15
Credentials committee		62.70
Highway improvement committee		162.92
Membership committee		26.50
A. Bassett, traveling expenses		140.80
Publication committee		98.76
Good Roads account, I. B. Potter, editor		1,580.21
Moving Good Roads to Boston		307.80
Advanced account Good Roads		2,042 81
Paid Wheelman Co. for printing Good Roads		1,426.47
Chairman Racing Board		1,375.00
Supplies, Racing Board		54.40
Expenses members Racing Board—H. W. Robinson		88.26
Geo. D. Gideon		32.29
E. H. Croninger		119 64
Mr. Jaquish		116 43
		$12,452 00

The *Good Roads* old account in hands of the executive committee is:

Received from delinquent advertisers' accounts, Good Roads		$2,346.22
Received from miscellaneous contributions, Good Roads		23.68
Total		$2,369.90
Paid on old accounts, Good Roads	$2,151.12	
Balance in hands of executive committee	218.78	
		$2,369.90
Amount of delinquent advertisers accounts Good Roads, placed in hands of executive committee on assuming office		8,053.01
Collected on account of same	$2,346 22	
Charged to profit and loss	1,859.85	
Balance not collected	3,846.94	
		$8,053.01

A recapitulation of receipts and expenses from February 1, 1894, to February 1, 1895, shows the following:

Balance in treasurer's hands	$761.33	
" secretary's "	764.39	
" executive committee's hands	595.00	
Total cash on hand		$ 2,120.72
Received from Good Roads old account		2,369.90
" " " " new accounts		1,142.30
" " membership and renewals	$34,170.50	
Less amounts paid and due divisions and duplicators	21,728.85	
Net from membership account		$12,441.65
Ticket holders' net		142.65
Veteran bars, net		7.50
Bulletin subscriptions		4,740.95
Sales account		279.05
Interest		11.10
South Carolina		30.25
Sundry accounts, including fines		70.62
Due to divisions		1,197.55
Due Good Roads new account to balance		195.48
		$24,749.72

CR.

Paid salaries, secretary's office		$ 5,102.18
" rent " "		662.50
" printing, stationery, and postage, secretary's office		1,680.17
" moving to Chicago		251.72
" traveling expenses secretary to Denver		50.50
" bond for secretary		37.50
" miscellaneous expenses		80.69
" Good Roads old accounts excepting amounts paid by executive committee		2,151.12
" Good Roads new accounts excepting amounts paid by executive committee		1,337.78
" by executive committee, as shown in their report		12,452 00
Cash in treasurer's hands	$104.23	
" secretary's hands	527.95	
Cash credited treasurer by secretary and not shown on treasurer's book	92.50	
Cash in executive committee's hands	218.78	
	943.56	
		$24,749.72

ASSETS.

Total cash	$ 943.56
Good Roads' old accounts not collected	3,846.94
Secretary's office fixtures	200.00
Good Roads' fixtures	200.00
	$5,190.50

LIABILITIES.

Due divisions	$1,197.55
" Good Roads' new account	195.48
" Racing Board	140.19
" president	256 11
" transportation committee	41.00
" Wheelman Co.	158.33
" executive committee	12 25
" treasurer	115.25
" H. W. Knight	171.00
Balance	2,903.33
	$5,190.50

A communication from the credential committee was read at this point, announcing that H. J. Taggart, of New Hampshire, would act as proxy for T. R. Varick, and F. E. Gale, of the same state.

The Election of Officers Was Now in Order

and J. Fred Adams, of Massachusetts, in a well worded speech, nominated A. C. Willison, of Maryland, for the presidency. Albert A. Mott, of Maryland, seconded the nomination with a few complimentary remarks concerning Mr. Willison. Col. Chas. L. Burdett arose, and in clear, ringing tones requested that the secretary be instructed to cast the solid vote of the assembly for Mr. Willison. This was done, and after the cheering had somewhat subsided Mr. Willison accepted the office with a speech just two words in length: "I do."

Geo. A. Perkins, the present second vice-president of the L. A. W., was

then named by J. J. Van Nort, of Pennsylvania, for the office of first vice-president. Robinson, of Massachusetts, seconded the nomination, and, there being no opposition Secretary Bassett once more voted solid for Perkins. More applause greeted this result and then the first real fight of the meeting showed itself.

It was between A. C. Morrison, of Wisconsin—who was named by I. P. Strauss, of Wisconsin, and seconded by L. A. Tracey, of Connecticut—and A. A. Billingsley, of Illinois, nominated by W. A. Connolly, Danville, Ill., and seconded by L. C. Jaquish, of Illinois. R. G. Steele likewise seconded the nomination "in behalf of Michigan." J. S. Dean, of Massachusetts; A. A. O'Neill, of Virginia, and C. J. Scherer, of Tennessee, were appointed to act as tellers as the balloting began. After Secretary Bassett had instructed the delegates on the method of voting regarding proxies, etc., the vote was cast and the tellers retired to count. The result was Billingsley, 47; Morrison, 95. Total vote cast, 142. L. C. Jaquish then moved that Mr. Morrison's election be made unanimous, which was done with a howl.

During the counting of the votes and before the result had been announced, the election of a new treasurer was taken up. In a very pretty little speech "Pop" Brewster called upon the assembly to bear with him, and nominated A. E. Mergenthaler, of Ohio. Colonel Watts, of Kentucky, seconded Mr. Mergenthaler, and Secretary Bassett cast one vote for the entire assembly. and Mergenthaler was unanimously elected treasurer.

The Selection of an Auditing Committee

of three to audit the books of the League was the next thing to receive attention, and J. Fred Adams, of Massachusetts; J. J. Van Nort, of Pennsylvania; and George R. Prout, of Ohio, were chosen. This committee was elected by one vote, cast by Secretary Bassett, and representing the solid assembly.

The elections being over Sterling Elliott asked for a few moments in which to speak on a plan he had in mind and one on which the delegates would be asked to vote tomorrow. It was this. He proposes to issue, with his own capital, his own labor, and entirely on his own hook, so to speak, an *L. A. W. Bulletin* in which he will run a department devoted to good roads literature. To make it a weekly publication and to make the subscription to it entirely voluntary, inasmuch as each L. A. W. member pays $1 per year as their dues. Secretary Bassett voluntarily subscribes for each member, paying 25 cents per year, subscription price, and giving the address of each L. A. W. member, to which place the paper will be sent. Mr. Elliott argued that any one could pay for one, ten, or a thousand subscriptions to any paper published and the publisher would be most happy to send his paper to such addresses as might be named. It is merely a new way of avoiding or getting around the law, and will be voted upon tomorrow.

Under the head of new business, President Luscomb inquired of the assembly: "What shall we take up now? The amendments or the meet for '95?"

Simultaneously the entire delegation uttered that one word "meet," and President Luscomb smilingly announced: "Bring on the meet."

Those words were the signal for a vigorous buzz of voices, and then an argument arose as to the length of time to be devoted to the discussion, pro and con, of the two cities' claims. Mr. Willison moved to limit the meet representatives to a 45-minute discussion, to be divided equally between them. J. S. Dean wanted each speaker to be limited to 5 minutes. L. C. Jaquish, of Illinois, seconded this proposition. Albert A. Mott suggested that Chief Consul Elliott, of Massachusetts, and ex-Chief Consul Holmes, of New Jersey, be selected to represent their respective states. A vote was taken and lost by a vote of 33 to 56. President-Elect Willison then moved that 15 minutes be given to each delegation and then 15 for general discussion. This was considered best of all and was carried.

Elliott and Holmes tossed a coin to determine who should first take the floor, and Elliott won. New Jersey started the discussion at 3:39 o'clock, with Chief Consul Robt. Gentle on the floor. Mr. Gentle spoke quietly and in a hardly perceptible tone, said: "Gentlemen, New Jersey asks modestly for the L. A. W. meet in 1895. We have applied for it several times before. Each time we have lost and yet—" At this point Mr. Gentle was taken suddenly and violently ill. He turned deathly pale and begged to substitute Mr. Holmes in his place. The change was made, and in a brisk tone the new speaker started in to tell all about

Asbury Park's Many Advantages as a Summer Resort,

and so forth. "At Louisville last year," said Mr. Holmes, "a deal was consummated between Massachusetts and myself. It was made on my behalf personally. I am here to fulfill the same. No delegate is bound by any agreement made by me at that time. Suffice to say, I will fulfill my pledge. My heart, gentlemen, is with Asbury Park, but through this unexpected state of affairs, I am compelled to cast my vote for Boston. We have, gentlemen, a man here who is not a delegate, but who lives in Asbury Park. I would like to introduce to you Mr. Parsons, who will talk to you for a few moments."

Mr. Parsons started in right from the shoulder. He talked in a clear tone of voice. He made delegates who were on the fence think that Asbury Park was in reality heaven in disguise. Among many other things he said, "One year ago. chairman and gentlemen, I put Asbury Park before you at Louisville. We wanted the League meet last year, but we were defeated. It was I who moved that we make it unanimous for Denver, after we saw that we were beaten. I said that although New Jersey was beaten then, we would apply for it again. It is now my pleasant duty to do so and in so doing I voice the sentiments of every wheelman in our state.'

Then followed several minutes devoted to telling a few plain truths about the city by the sea, and when Mr. Parsons finished it could readily be seen that he had created an impression. Sterling Elliott opened the ball for Boston, and upon ascertaining that New Jersey had 2 minutes of the 15 left, he generously offered to champion Asbury Park for those 2 minutes, after which he would talk Boston. Mr. Elliott spoke well for the New Jersey town, although perhaps just the least strain of sarcasm could be noticed in his speech. For fully 20 minutes Massachusetts' chief consul told the delegates how good a city Boston was and how the Bostonians were aching to spend all their money on giving visitors a good time, etc. When he had done, Colonel Watts told about the Louisville deal. Then J. S. Dean spoke a few complimentary words for Boston, and things began to look decidedly blue for Asbury Park. But with characteristic cunning, the Jerseyites had a trump card up their sleeve that they had not yet played. The proper time arrived at last and then—well, W. A. Connolly, of Illinois, began to talk. For fully 10 minutes he held his listeners spellbound. His arguments for Asbury Park were many and good.

Mr. Connolly Scored the "Hit" of the Day,

and from the cheers that rent the air at the completion of his talk Asbury Park stock went up in great big jumps.

R. G. Steele, of Michigan; W. C. Dillingham, of Massachusetts, and F. J. Kerr, of New Jersey, were appointed to act as tellers and the fun began.

President Luscomb cautioned all delegates regarding how to vote. During the balloting the scene was one that beggars description. Every one talked at once and each one that tried to say anything had to yell at the top of his voice to be heard. Boston men wanted to bet 2 to 1 that they would land the prize and Henry Crowther made bets of suits of clothes, silk hats, cigars, dinners, etc., until he stood to lose probably $200. After all the votes had been cast and the tellers had retired other business was taken up to rush things through. L. C. Jaquish stated that he desired to withdraw Amendment No. 4, Article 3, Section 1, regarding the striking out of the word "white" in the constitution of the L. A. W. There was no objection, so his request was granted. Colonel Watts and Jaquish had been in close confab all day long and yesterday as well and it is believed that some kind of a deal was patched up between them if Jaquish would draw down the proposed amendment.

At this period the three tellers entered the assembly room and quiet immediately reigned supreme. It seemed as if the proverbial pin could have been heard if it had been dropped. All eyes and attention were on Fred Kerr, the New Jersey boy, who stood ready to announce the result. Boston knew she had won. Asbury Park hoped. In a clean-cut voice Mr. Kerr announced: "Upon counting the ballots cast, we find that the total number was 144. Of these, Asbury Park has received eighty-one and Boston sixty-three."

And then—well, at least eighty-one out of the delegates present seemed suddenly transformed into raving maniacs. Cheers, yells, laughter all combined in one prolonged howl. And the faces of the Boston crowd were studies. Blank astonishment, horror, and mortification were depicted there as plainly as though it was painted. After continued attempts to call the meeting to order and only partial quiet had been regained, it was moved that the amendments to the constitution be taken up. The Boston crowd were willing; they would rather do that than think of what might have been.

These amendments were then acted on in rotation.

Mr. Elliott moved to add the words in italics below:

ART. I, SEC. 2. Its objects shall be to promote the general interests of cycling; to ascertain, defend, and protect the rights of wheelmen; to facilitate touring; to secure improvement in the condition of the public roads and highways, *and to promote and regulate cycle racing on the track*. It was carried.

Mr. Rotier moved to add the following clause to Article II, Section 1: "*Fifth*. For the purpose of this section the state of Wisconsin shall be considered as including that portion of the state of Michigan adjoining said state on the north and bounded on the north and east by Lakes Superior and Michigan; and such territory shall not be considered as a part of the state of Michigan." This, however, was withdrawn.

SEC. 3. There shall be the following national committees:

I. Executive and finance, to consist of the president and vice-presidents.
II. Membership.
III. Rights and privileges.
IV. Rules and regulations.
V. Improvement of highways.
VI. Transportation.
VII. Racing board.

They were still discussing the following amendment, when a recess until 7:30 was taken.

ART III., SEC. 1. Any amateur white wheelman, *or person interested in the objects of the League*, of good character, eighteen years of age or over, shall, with the indorsement of two League members, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this constitution.

Before this was done, however, Sterling Elliott moved to make the selection of Asbury Park unanimous. In speaking of the motion Mr

Elliott said: "Mr. President and Gentlemen, it is with pleasure—a peculiar kind—that I move we

"Make the Vote for Asbury Park a Unanimous One."

That settled it, the amendments were continued on. The Boston men were broken-hearted. The New Jersey people and their friends found that they could not remain quiet, so one by one they disappeared from the assembly room and a minute later their arrival in Parlor A (Asbury Park's headquarters), was signaled by a hoarse roar of cheers, which must have sounded harsh to the Massachusetts men.

THE EVENING SESSION.

Monday night the assembly was called to order at 8 o'clock by President Willison, and the question of the amendments was again taken up. The attendance at the evening session was but a handful as compared to the large number present during the day. The following amendment to the consitution was adopted during the evening session:

By Sterling Elliott. Art. III, Sec. 6. A member may renew his membership at any time within sixty days from the date of its expiration by the payment of the annual dues of $1. If he shall postpone the payment of his dues beyond the sixty days he shall pay in addition to the annual dues of $1 the sum of 15 cents for every month or fraction of a month that he is in arrears.

The meeting then adjourned until the next day at 10 o'clock.

During the evening the Asbury Park delegates and boomers adjourned to their headquarters, Parlor A, and proceeded to celebrate their victory. Later in the evening, at the invitation of E. Beekman Underhill, of the new Manhattan Athletic Club, about a 100 delegates visited the magnificent clubhouse and heartily enjoyed a well selected stage programme.

TUESDAY'S SESSION.

NEW YORK, Feb. 19.—Tuesday's session was called to order at 10:45, a.m. The principal business scheduled for the day were amendments, reinstatements, and the *Bulletin* matter. Just after the meeting began a motion was made to extend thanks to the New York Athletic and the Manhattan Athletic clubs for hospitality shown the delegates during their stay here. Both clubs kept open house for delegates, the Manhattan issuing day-gate cards to all.

Mr. Luscomb appointed a committee of three to draw up proper documents thanking the clubs for the action.

Chief Gentle, of New Jersey, then read a telegram from Denver saying the westerners would attend the meet two hundred strong. Many other telegrams were received from all parts of the country congratulating Asbury Park on its victory. All amendments pertaining to the *Bulletin* questions were tabled until this afternoon for discussion. Amendments were taken up first, each one calling for lengthy discussion and arguments by various delegates. Potter, Elliott, Mott, Van Nort, Jaquish, and Crowther did most of the talking. Several important changes in the constitution and by-laws were made. During the morning session all the remaining amendments except the *Bulletin* business were acted upon. Two new clauses were added to Article VIII, Sections marked C and D. They originated with Sterling Elliott as follows: (C). The membership of any League club, as such, shall expire on the 1st day of July in each year and may be renewed at any time before the 1st day of September next succeeding. Upon receiving from the secretary of the club a certificate to the effect that the club still continues the required by-law in force, the secretary of the League

Shall Issue a New Certificate of Membership.

The membership of all clubs that fail to renew the same before September 1 shall cease. (d) On and after the date of the passage of this rule no club shall be entered as a League club if its name shall be the same, or similar to that of any club already enrolled, except by the consent of the League club whose name is the same or similar to the club already entered. The appearance in the title of the name of the city or town in which the club is located shall constitute the name a similar one, and therefore it shall be deemed prejudicial to the interests of the club already enrolled.

Elliott's motion was carried to strike out Article IX, as follows: "The names of all persons who are not eligible for membership in the League of American Wheelmen, but who will formally indorse and support its policy, aims, and objects in the line of improvement of the highways, shall be recorded in a book kept for that purpose. All contributions received from such persons shall be placed in the treasury as a separate fund, and be used only in the promotion of the work of securing improvement in the highways.

Raymond's motion was carried to amend Article VII, Section 9 as follows: Strike out the words in parenthesis. "Class A rules, Clause E. In this class

No Prize Shall Exceed $50 in Value

(and such prizes shall be limited to medals, diplomas, plate jewelry, and bicycle sundry only)." In section 9 of the same article (Clause G) Raymond moved to have it amended to read as follows: "A cyclist does not forfeit his Class A status by teaching the elements of cycling solely for the purpose of effecting the sale of a bicycle but racing men in the employ of the cycling departments of the establishments may be transferred to Class B."

Potter moved to amend Article II, Section 1 by the addition of the following clause: "At each annual meeting of the National Assembly at least a day shall be devoted exclusively to the consideration of ways and means for advancing the work for road improvement within the various states and to the determination of a plan or plans for the effective co-operation of the state divisions in the further advancement of this branch of League effort. The day or days devoted by the National Assembly to the separate consideration of road improvement subjects under this section shall precede the regular business meeting of the assembly, and shall include such proceedings as shall have been determined and announced by the national committee on improvement of the highways. At this meeting any member of the National Assembly may invite the presence of citizens not members of the League and the committee on improvement of the highways may provide for lectures, addresses, or reports from such persons as in the judgment of said committee are well equipped to encourage and advance the work for improved roads." This amendment was carried after a wordy warfare between Potter, Betts, and others. Potter talked very ably concerning the amendment. Jaquish heartily supported him, while Betts proposed that the question be left to the executive committee. When put to vote the amendment was carried.

The delegates generally

Showed Considerable Enthusiasm Over This Amendment.

It would be the best thing for the good roads movement that ever happened was the opinion of many. L. C. Jaquish said it would be the means of a congress of experts on highway improvement being formed and predicted that within three years the part of the meeting devoted to the agitation of good roads would be the glittering feature of the convention.

Elliott proposed to insert a new clause in Section I of Article 5. The amendment was adopted as follows: "New clause (c). In case charges are made against the president, the first vice-president shall have the powers and duties given to the president in Clauses A and B above."

After much discussion Mott's amendment to Article VI, Section 3 was adopted. The argument hinged on the list of committees submitted, the eighth one reading "nominations." Perkins opposed this in vigorous terms. He declared that making the committee would mean that New York, Massachusetts, and Pennsylvania could run the League as they pleased. Finally the word "nominations" was scratched and "auditing" substituted. This makes Section 3 read as follows: Sec. 3.—There shall be the following national committees: 1—Executive and finance, to consist of the president and vice-presidents, membership, rights and privileges, rules and regulations, improvement of highways, transportation, racing board, and auditing.

Raymond Then Moved Several Important Amendments.

There had been considerable speculation regarding his proposed new section to Article IV. This read: "Section 6.—The chairman of the Racing Board shall be elected by the National Assembly at its annual meeting, and shall have the power to appoint his own associates on the board." The retiring chairman supposed, when he drew this up, that it would not go into effect until next year, but when informed that it would necessarily take effect immediately, it was withdrawn. Wilson took the floor, and paid a high compliment to Gideon, of Philadelphia. He then appointed him chairman of the board, and the delegates cheered. Gideon was not present at this time; later he arrived and was congratulated on every hand.

Raymond moved the adoption of the following amendments, which were passed unanimously: "Section 7, of Article IV, new clause (b). It (the Racing Board) shall have the power to grant or withhold sanctions for race meetings, and to impose penalties upon race promoters and racing men who may hold race meetings or engage in racing at the same without the official sanction of the board. But no race meeting shall receive the official sanction if it is to be held on Sunday or has upon its schedule any event which is open to women competitors. The board shall charge a fee for each sanction, but a League club having twenty league members on its roll may, by a vote of the board, receive a sanction without payment of fee. Sections following to be relettered. Section 7, of Article IV, as amended by Mr. Raymond, reads as follows: (e) Any cyclist who has been expelled for professionalism shall have the right to appeal only to the National Assembly of the League of American Wheelmen, and shall be reinstated by vote of such assembly upon a competent showing of error on the part of the Racing Board."

Another provision made by Raymond was adopted as follows: "New clause (b). It shall apportion the revenue derived from sanction fees as collected by the Racing Board to

The Payment of a Salary to the Chairman

of said board and such other legitimate expenses of the entire board as may accrue. It shall direct and instruct the chairman of the Racing Board to collect from applicants in advance, except League clubs, as hereinafter provided for, $10 each for granting sanction for national circuit meets; $2 each for open race meets, and $1 for each additional day; $1 each for athletic meets scheduling two events and to apply the revenue derived to the expenses of conducting the affairs pertaining to the Racing Board, its chairman, and members; to the employment of an official referee (to be appointed by the chairman, who shall be required to officiate in all national circuit meets), and to the general improvement of the racing interests of the League of American Wheelmen."

Elliott moved to add a new clause to Article VIII, Section 1, marked (d) as follows, all the following clauses to be relettered: "(d) On and after the date of the passage of this rule no club shall be entered as a League club if its name shall be the same or similar to that of any club already enrolled. The appearance in the title of the name of the city or town in which the club is

located shall constitute the name a similar one, and therefore it shall be deemed prejudicial to the interests of the club already enrolled."

The Question of the Secretary's Salary

was again brought up, and Mr. Luscomb moved the adoption of the amendment to Section 3, Article I, cutting the sum paid from $3,000 to $2,000. The vote on the question to postpone action resulted in the motion being tabled. The proposition was far from being popular with delegates.

Considerable opposition was aroused over the proposed amendment to Article II, Section 1 (a) by the clause following the word "determine," which made the section read as follows: "Section 1 (a) There shall be an annual meet of the League at such time and such places as the National Assembly or executive committee may determine, which meet shall be under the general supervision and direction of the executive committee."

Perkins favored an addition on the ground that it was the idea to make the meet entirely national in character rather than local. Potter opposed this view. He believed that the local committees should have full charge of meets and not be hampered by the executive committee as might often prove the case. Action on the amendment was finally postponed.

Potter moved to change Article II, Section 1 (e) so that it will read "Called business meetings of the National Assembly to establish the law (Cushing) of deliberative assemblies shall be observed." This amendment was carried. Elliott moved the adoption of the following. "Article IV, Section 3 (b) This committee executive at such times shall have the power and it shall be its duty to explain, define, and interpret any provision of this constitution, or any by-law, or any rule of any committee of this League upon request of an officer of the League and its decision on such points be final. Considerable discussion followed and finally the amendment was withdrawn. Several other minor changes were adopted. A recess was then taken until 2 o'clock. Willison took the chair. He spoke regarding his plan of procedure and was warmly applauded when through.

AFTERNOON SESSION.

Willison took the chair and spoke regarding his plan of procedure. He said he would endeavor to bring about closer relations between state boards. The new president advised the prompt retention of counsel to look after the League's interests in the suit which Potter brought against the retiring president, in his official capacity, for breaking the contract for the paper to be furnished *Good Roads*. Potter said he had no intention of putting the League to any unnecessary inconvenience and that that organization could take its time in selecting a legal advisor. Potter was loudly cheered.

President Spalding, of the Cycle Board of Trade, asked the assembly to take steps toward holding Class B riders to their contracts with manufacturers. A committee will be appointed to confer with the latter. This communication was made by letter and was somewhat lengthy. Mott moved that a special committee concur with the Board of Trade at an early date. It was carried.

A letter from W. B. Curtis, of the A. A. U., concerning the formation of an alliance between the two organizations, was read. Mr. Raymond was appointed a committee of one to confer with Curtis and arrange matters to his judgment. The Goodrich case was then taken up and argued by representatives of Massachusetts, New Jersey, and Pennsylvania. It was decided that where a member was injured on the highways while riding a wheel the division in whose jurisdiction the accident occurred is the proper one to look after the wheelman's interests. This was the result of an injury sustained by a New Jersey man named Goodrich, who was run down by a wagon in Boston. During this discussion

Mott and Luscomb Exchanged Legal Opinions

to the amusement of the delegates. Goodrich was finally dropped.

Potter talked at some length on legislation in New York state and cited two bills in particular. Finally it was decided that in the sense of the assembly no legislation be agitated in any state without that state's officers' concurrence. Cossum thought Potter aimed a shot at him and retaliated warmly.

These various matters settled there remained but the *Bulletin* tangle and reinstatements before adjournment. The ball opened when a motion was made to postpone the question of the *Bulletin* for two weeks. There was a general debate in which Morrison, Jaquish, Potter, Elliott, Van Nort, Willison, Perkins, and Mott were given a chance for speechmaking.

One faction was for having the matter settled on the spot, while the other wanted it placed in the hands of a special committee, comprising three members of the new executive committee. The latter side won and the committee will investigate the *Bulletin* problem and report at an adjourned meeting of the assembly to be held at the Grand Union Hotel, March 6, at 10 a. m. It was agreed by one side that it was due League members that immediate action be taken, and by others that it was impossible to decide the matter then. Elliott's remarks are always interesting, and his talk about the League organ struck home with telling effect. He spoke about a scheme by which postoffice authorities would accept the paper at rate desired, and mentioned a financial arrangement which will tax League members no more than at present, at the same time providing them with an official organ which

Will Contain all League Transactions.

Elliott proposed to start a cycle paper with the assistance of the League, provided his plan meets with favor. He says the membership fee can remain at $1, twenty-five cents of this sum being set apart for a subscription to the official paper. There would be no extra expense to the members, and there would be an extra inducement of a weekly paper containing the news of everything pertaining to the League. Many delegates favored this scheme, while some opposed it. All agreed, however, that an official organ was indispensable to the governing body in cycling. Potter and Morrison were among the foremost in supporting Elliott's plan. During the *Bulletin* argument the delegates seemed to grow restless and anxious to rush matters. Morrison at last moved that the executive committee appoint a special committee to investigate the *Bulletin* chances, and report at an adjourned meeting of the assembly, March 6. Carried.

D. J. Post here moved a vote of thanks be tendered the outgoing executive committee, especially ex-President Luscomb, whom he complimented highly. "Pop" Brewster was also remembered, and the resolution was wildly cheered. Raymond then took the floor, and after reading a letter from Curtis, representing the A. A. U., announced applications for reinstatement in order. The first batch read was from Colorado. There offense was:

Unknowingly Riding With Professionals.

While waiting for Hartwell, of Colorado, to champion their cause, the application of F. W. Van Sicklen was read. Van Sicklen had sold a prize in 1889 and was professionalized. By a unanimous vote the constitution was suspended and Van Sicklen was whitewashed. Later on Crowther stated that Van Sicklen nad raced for cash prizes in 1893 and was, therefore, exempt from reinstatement. An argument followed and upon the second vote the reinstatement was reversed. Other applications for reinstatement were read from David Newland, William Dennison, R. D. Hunt, Eugene Lambert, L. L. Pierce, W. D. Cole, W. Martin, A. S. Maxwell, J. A. Newhouse, W. Bartholomew, Chas. Cassidy, H. Hermann, Arthur Liddy, Morley Hazzurd, H. D. Hunt, Roy Plum, Chas. Golden, James Golden, and a few others. Of these, David Newland and William Dennison were the only men really reinstated.

At 7 p. m. the assembly adjourned to meet March 6 in Parlor A, Grand Union Hotel, New York City. A secret session of the executive committee was held immediately after the adjournment, at which the *Bulletin* matter and the postponed meeting were discussed. By midnight the hotel was deserted, delegates had nearly all departed and the fourteenth National Assembly was practically a thing of the past.

Bassett Goes to Boston.

Secretary Bassett returned to Chicago yesterday and at once began to pack his goods and chattels preparatory to removing to Boston. He said that the *Bulletin* matter had been solved. Sterling Elliott will issue the paper, and the League will pay him 25 cents per member according to the plans laid before the assembly by Mr. Elliott. Mr. Bassett said that the League headquarters would at once be moved to Boston.

The Ordinance Shelved.

The ordinance to tax bicycles came up before the Chicago city council last Monday, and the aldermen showed their good sense by promptly referring it to the judiciary committee. Messrs. Fanning, Roth, Clark, and Gardiner, the committee appointed by the Associated Cycling Clubs to look after the matter, promptly interviewed the members of the judiciary committee and were assured that the ordinance would be shelved, by placing it on the file. From talks with many of the leading aldermen the A. C. C. men found that most of them were opposed to Alderman Ballard's ordinance, and that if it ever came to a vote the ordinance would only have about six or seven supporters.

The Lincoln's House Warming.

The formal opening of the Lincoln Cycling Club's new home took place last Saturday night. The magnificent house was packed from cellar to garret with members and their friends. The feature of the evening was the presentation of the Century Road Club's banner to the L. C. C. for the greatest number of centuries ridden.

The Bidwell-Tinkham Cycle Co., of New York, have opened branches at 20 Warren Street, New York City; 1213 Bedford Avenue, Brooklyn, and 484 Broad Street, Newark, N. J. The Warren Street branch will be managed by James Josephi, late of the Peerless Mfg. Co.; the Brooklyn branch by C. F. Benedict, late of the Lozier company; and the Newark branch by J. Theodore Wherett. Keneth Hamilton Grieve, who has for some years been acting as secretary and treasurer of the American Contracting Co., of Albany, N. Y., takes the place of C. E. Belts as head salesman at the general offices, 306-308-310 West Fifty-ninth Street, New York City.

The demand for Akron flyers and Reindeer A, B, and C (the last an inner-tube tire, manufactured by the Diamond Rubber Co., of Akron, Ohio), has demonstrated the necessity of additional machinery and a larger building, and on March 1 the company will move into the immense factory of the Diamond Match Co., who will move to a suburban town.

Thorsen & Cassady Co., 141-143 Wabash Avenue, Chicago, have opened a first-class repair shop ready for all kinds of repairing. Mr. J. H. Thiele, who has been in the repair business for fifteen years, has charge of this department.

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TEN TIME PRIZES.

Milwaukee Wheelmen will Have New Features in Their Annual Road Race—Planning Race Meets Galore.

MILWAUKEE, WIS., Feb. 20.—The Milwaukee Wheelmen are endeavoring to make the Milwaukee road race, which will be run on July 4 in place of the Waukesha-Milwaukee road race, an event that has never been equaled in this state. Though the date is yet six months distant, plans are being made daily to make the race the feature of Wisconsin events for this year. The popularity of the old Waukesha races is well known, and when it is said that they are not "in it" with this year's race it will be understood that it will not be the ordinary run that is often undeservingly praised. The racing board having the race in charge is now considering the advisability of putting up ten time prizes. This would be a new feature, and would no doubt be a great drawing card to the fast riders, who, as a rule, have little or no show in a road event. By hanging up ten time prizes fast men would be sure to get a prize no matter in what place they finished so long as they rode well. Since the announcement has been made here that such a step is being considered, the fast men are being heard from, and are all encouraging the racing board to take the step.

Before the season is over the Milwaukee Wheelmen will also hold a tournament, probably at National Park. No date has been decided upon, but an effort will be made to so arrange the event that as many as possible of the leading men in the country can come and participate in the races. The club is now arranging to give a dance before Lent. Since the club

Decided to Become a League Club

its membership is rapidly increasing, so that now there is talk of limiting the membership roll to 100 riders.

Ripon wheelmen have hit on a novel plan for raising funds to give a first-class meet during the summer season. This year the little town will not be called upon to entertain the state riders who attend the annual division races, because Marinette has been selected as the place for holding the meet. But the bicycle fever has rooted itself so deep into the hearts of the Riponites that they can not bear the idea of not meeting the boys during the summer. So they have decided to get up a large tourney just before the state meet is held at Marinette and invite all riders participating in the races at Marinette to stop over at Ripon and take part in the tourney. The prizes that are to be awarded will be first-class, and no expense will be spared to make the races a success. To defray the expenses of the meet the wheelmen have arranged a minstrel show, and are touring the small towns in the state giving a very creditable performance. This nets the wheelmen a nice profit, and will enable them to get up a good tourney.

Marshfield riders are also getting into shape for the summer season. The wheelmen there have already decided on some of the events for the coming summer. One of the features will be the race meet to be given some time in July. It is the intention to get all the principal riders in the state to take part. A road race, the course of which will be fourteen miles, will also be run some time during the season.

The Andrae Cycle Riding Academy has been opened here at the armory of the Light Horse Squadron on Broadway. It is for young ladies exclusively, and there are fifteen in the first class. The instructor is Henry P. Andrae, who now has his hands full teaching the fair ones how to ride. His business, however, is so pressing that he can not devote much of his time to the academy, and

Negotiations are now Pending to Engage W. F. Sanger,

brother of the Milwaukee champion, to take charge of the school. If the deal is closed young women may well be pleased, for Mr. Sanger is an expert rider himself and knows how to impart valuable information to those who wish to learn. The riding academy will have the tendency to bring out many new riders among the gentler sex who have not been well represented in the city, because there were no good facilities for learning how to ride a wheel.

The national circuit dates are already receiving attention by the local riders and those in the state. Milwaukee will again be represented beyond a doubt. Just who will conduct the meet is of course not known. The Associated Cycling Clubs, consisting of the Mercury and the North Side clubs, will ask for the meet, while the Milwaukee Wheelmen, who are not connected with the association, may also make a bid for the event. Ripon wants a date and is willing to guarantee as good a meeting as can be held in any city in the west. On the other hand Marinette, where the state meet will be held, also is hankering to entertain the national riders, but it is doubtful if more than one city outside of Milwaukee will be accommodated.

Parker Sercombe, who, when he resided in this city, was the biggest cycle crank that infested this town, and who has the reputation of being able to work the newspaper boys for more free advertising than any man in Wisconsin, is now a resident of Laredo, Texas, where he is again bubbling over with the same old fever, and booming the sport for all there is in it. Reports received from Texas show that P. H., though he has only been there a few months, is again on the top in cycle circles, and conducted the race meet held there in December, acted as referee, and introduced the mayor to the audience.

When the Associated Cycling Clubs hold their annual meeting shortly, it is understood that an attempt will again be made to induce the Milwaukee Wheelmen to join the association. The Wheelmen have always held out because they

Insisted on Running Their Annual Road Race

without outside interference, but the articles of the association since it was organized have been so modified that practically all that the Wheelmen demanded has been granted, and the associated clubs hope to be able to strengthen themselves by securing the other club. As long as the Wheelmen hold out it will be impossible to have perfect harmony in this city, and clouds are now gathering that would indicate that there may possibly be another strife such as there was here last year when the clubs began to knife each other by not attending each other's meets. In fact in some quarters whispers are already heard that a boycott is again brewing.

There is always a certain element in every community that can not stand prosperity and fall in line with modern ideas. Since the good roads movement took such a strong hold in this state a certain clique of mossbacks have banded themselves together with the view of throwing cold water on the movement. The move has been more general in the state than in the city, farmers being the principal kickers. Seeing that they were not able to accomplish anything they hit on a new scheme to get even with the wheelmen in the state who are the cause of the agitation in favor of better highways. So the farmers engaged a lawyer to draft a bill imposing a license tax on all bicycles in this state. For several days some of the farmers lobbied about Madison with the view of trying to get some one to introduce the measure, but no one was found who had the audacity to bring such an unjust enactment before the legislature. Then the farmers went home disgusted and for the present, at least, the wheelmen are safe from any imposition, because the time for introducing new bills in the legislature is past and no new measures can come up until the next session.

The annual meeting of the Madison Cycle Club resulted as follows: President, R. L. Schmedeman; vice-president, A. G. Park; secretary, Con. Knudson; treasurer, L. P. Holmes; captain, R. F. Oakley; lieutenant, R. E. Small; director-at-large, F. W. Arthur. After the election a banquet was given and a most enjoyable evening was spent.

A CLEVER TRICK.

A story has just gotten out that is too good to keep. During the recent Chicago Cycle Show Edward A. Jones attracted considerable attention with his "Squashometer," and was kept busy testing the balls made by different firms. The results of these tests were given in the following circular issued by the Niagara Cycle Fittings Co.:

Gentlemen: We take pleasure in making public the result of the remarkable tests of steel balls, in the presence of thousands of witnesses, at the Chicago Show.

Taking a quarter-inch ball as a standard, the strain at which balls of various makes were crushed was as follows:

Make.	Weakest balls crushed at	Strongest balls crushed at
Spaulding	1,300 lbs.	6,800 lbs.
German (H. Boker & Co)	3,000 lbs.	3,750 lbs.
Cleveland Mch. Screw Co.	4,400 lbs.	5,200 lbs
Simonds ball	6,800 lbs.	7,500 lbs.
Excelsior balls	**8,200 lbs.**	**11,600 lbs.**

The Excelsior balls are absolutely accurate, and the price thereof is no greater than that of any other make.

This is the reason why we sell the Excelsior balls, and why you should use them.

These tests were made on one of the Riehle Bros. Testing Co.'s testing machines, hired for the occasion. Yours very truly,

NIAGARA CYCLE FITTINGS CO.

This looks all right on the surface, and the reader would not think that a huge joke had been perpetrated on Mr. Jones. The latter gentleman tried several times to get some of the balls made by the Spaulding Machine Screw Co., but Mr. Crosby would not give them to him, and he was forced to make his tests without the Spaulding balls. But, as the reader can see by consulting the circular issued by the Niagara company, the Spaulding ball is down as having been tested. But the following affadavit from A. G. Crosby, brother of Manager W. H. Crosby, tells its own tale:

State of Illinois, } ss.
County of Cook. }

A. G. Crosby, of lawful age, being duly sworn, deposes and says, that he saw Edward A. Jones, of the Excelsior Machine Company. of Buffalo, N. Y., crush with his "Squashometer" steel balls of his own manufacture at the Chicago Cycle Show. The first one of said balls broke at a few hundred pounds tension, and upon examination proved to be water cracked. The second of said balls crushed at sixty-five hundred (6,500) pounds tension. This deponent further states that said two (2) balls were taken from the Excelsior company's sample case on exhibition in said cycle show. Said balls were given to Mr. Jones, and he received them under the impression that they were balls of other manufacture than those of the Excelsior Machine Company. And further this deponent saith not.

[Signed] A. G. CROSBY.

Subscribed and sworn to before me this 16th day of February, A. D., 1895.

[Signed] NICHOLAS A. LAUER, *Notary Public.*

Accompanying the affadavit are similar ones from J. H. Dodson and R. R. Earle which bear Mr. Crosby out in his statement.

ITS SIXTEENTH BIRTHDAY.

PHILADELPHIA, PA., Feb. 17.—The Philadelphia Bicycle Club, organized in 1879, held its sixteenth annual meeting and election of officers last Tuesday night. The attendance was very large and among those present were three of the charter members of the organization. Geo. E. Burt occupied the chair. After transacting regular business the following officers were elected: President, William Uhler; secretary-treasurer, Horace A. Blakeston; captain, Valentine Morris; lieutenant, Wm. P. Street, Jr.; board of trustees, William Morris, Samuel E. Cavin, Wm. C. Smith, Edward W. Burt, Edward Laurent, C. Stevenson, G. N. Osborne, and C. A. Lagan

KEEN PERCEPTIVE FACULTIES

And an eye to business go hand in hand down the regular pathway to success. With a Crimson Rimmed steed for your mount, you will make doubly sure of

RAPID TRANSIT TO PROSPERITY

The glitter of the handsome models of SYRACUSE bicycles will find an accompaniment in the jingle of gold flowing into your coffers. The

CRIMSON RIMS

Are full of ginger, nerve, and pluck, and the CRIMSON RIM agents are full of enthusiasm.



Manufacturers.

SYRACUSE CYCLE CO.

SYRACUSE, N. Y.

Southwestern Agents,

A. F. Shapleigh Hdw. Co.

ST. LOUIS. MO.

A TOBY OF COCOA.

How Henry Crowther, of Boston, Went Up the Stump—Hypnotized by Billy Herrick.

The last night of the great New York cycle show was drawing to a close. Busy manufacturers flitted here and there arranging their wheels for transportation from the city and clearing up other matters in detail. Already some of the great electric lights had been extinguished, leaving that portion of the Garden in darkness. Out in the busy streets the hurly-burly crowd from the cycle show was wending its footsteps in the direction of the hotels. Tired merchants were yearning for the white coverlet and talked-out traveling men were thanking their stars that the show was at an end. One by one the lights were put out until but one gleamed like a star in front of the Syracuse Cycle Co.'s booth. Standing about and conversing on cycle matters stood a group of men known to the trade far and wide. The happy and contented little throng consisted of John C. Bowe, that enterprising king-pin who has caused some of the older manufacturers considerable worriment since he entered the field with his "crimson rims"; Billy Herrick, Morgan & Wright's man, to whom the sobriquet of "Sycamore Indian," bestowed by Johnnie Bowe, will ever cling; Joe Goodman, "The New England Gingerbread," and last but not least, Henry Crowther, the victim of this story, who writes under the name of "Ariel" in *Bicycling World*. Only four they were, but the adventures this crowd were destined to pass through during the next five hours would have sufficed for a regiment. Had poor Crowther but left the happy trio and rambled homeward like a sensible man this tale might never have been told. But, unfortunate dupe that he was, the voice of the tempter proved too much for him, as Billy Herrick's amiable countenance "lit" up with a smile as he remarked in his sonorous and persuading voice: "Won't you come to Delmonico's with us, Henry? We are going to have a crab and crack a couple of 'yellow labels.'" Alas! sad moment for Crowther. He hesitated, and in that moment entered upon a career that caused the fiery demons of the infernal regions to extol, in their sardonic tongues, the capture of another victim. Had this young fellow been guided by the sage counsel of his better nature he might have escaped the trying circumstances that were to follow. But it was written on the pages of destiny that Crowther should taste deep and long

The Bitter Dregs of Lost Hope and Despair.

A second scene: Flashing lights, brilliant conversation, women bedecked in all the raiment of the modern dressmaker's art flitted to and fro like great gaudy butterflies. Gentlemen in dress suits intermingled with this gay throng for it was Sunday morning and Delmonico's was transformed into a garden of paradise with the sweet smelling flowers abounding everywhere, the heavy foliage of the tropical plants setting off their beauty and assisting to shed their fragrance that only few spots in the world can duplicate. Seated at a table ringing with mirth and good nature were the four cycle fanatics. Gay sparkling champagne was bubbling from heavy bottles like so much water. It was an occasion to remember many years later, and it is doubtful if either of these gentlemen will ever forget it. Crowther will not, at least. Wine had loosened the tongues of all and the topic of conversation finally turned to the National Assembly and the possibility of the national meet being awarded to Asbury Park. Crowther, who is a modest youth, does not indulge in liquid refreshments other than water, but on this occasion celebrated a page "ad" with the Syracuse Cycle Co. by proposing the health of that concern in a bumper concocted by Billy Herrick, which has been termed "a toby of cocoa," for which the waiter received $2. After that fearful dose Crowther was hypnotized. His eyes glared with the intensity of a maniac. Faint specks of froth appeared at the corner of his mouth, but he remained silent in his awful agony. Just then Johnnie Bowe remarked that the national meet would certainly go to Asbury Park.

"What makes you think that?" fiercely ejaculated Crowther.

"Oh, circumstances," replied Mr. Bowe. "It is a foregone conclusion that the seaside resort will be the popular choice."

"You are sure of that, are you" (the "toby" beginning to make itself felt still more)? "You imagine Boston will be shut out in the cold," and Crowther's maudlin spirit being worked up into a veritable volcano of action, he leaped to his feet and with blazing eyes fairly screamed:

"I'll Bet You a Necktie to a Suit of Clothes

that you are wrong." By this time the waiters had observed the commotion, and stepped over to the table to soothe the excited man. The goat's beard under his eyebrows trembled visibly as he took his chair, while his bosom heaved under the strain of excitement under which influence he was for the time being.

Mr. Bowe's voice rang out clear and strong: "I accept that bet and will add more if you wish. Make mention of this, gentlemen, for I will hold you as witness. Now, Mr. Crowther, we will see who is coming out ahead. I proceed directly to Syracuse where I will cause to be issued immediately a circular to every one of our agents directing them to use their influence for Asbury Park under the penalty of losing our patronage. Why, you little pencil poker, Boston will never have a ghost of a show. The only reason you want it held there is so you will have an opportunity to advertise your paper on the fence along the route to Waltham. Why, you have not got a track. Boston will cut no more figure than Podunk, and that settlement is located near Syracuse, and has got fifteen inhabitants by actual count. Don't tell me what figure you are going to cut in the National Assembly."

Again the fierce light of emotion gleamed from Crowther's eyes. He essayed to speak, but his tongue refused him utterance, of so terrible a nature were the pent-up feelings of the scribe. Then, in a moment he became again imbued with a faint essence of paresis as he commenced to make bets of all characters with the men around the table. "Say, Crowther," Billy Herrick ventured to remark at last, "you're an idiot. What is the use of spending all that money when Asbury Park has got a lead-pipe cinch on the meet. You are over seven, and a two-year-old would know better than to make such preposterous bets as those," and

The Sycamore Indian Winked Knowingly at Bowe.

Then Goodman got his work in. In smooth tones he talked to the erratic boy, more like a father giving advice to a beloved son; but Crowther did not see it that way. He hurt the "New England Gingerbread's" feelings by saying he didn't want any ——advice and that Mr. Goodman could go to a place that was warmer than Asbury Park. What little pity there was left in the hearts of the trio for the rash boy vanished with the last remark. Billy Herrick arose to his feet and with a few deft flourishes of his hands over Ariel's brow the boy sank into a quiet slumber, where he was left while they departed for the Imperial.

The "toby of cocoa" had done its work well. The big clock down on Broadway was just chiming the hour of 3 o'clock when Crowther awoke from his slumber to find one of the waiters "touching" him. He looked about in amazement. Where were Herrick and Bowe and Goodman? They had vanished as if into air. Puzzled to account for his condition he got his thoughts together and the idea occurring to him that the terrible argument of a few hours before was no myth, a hard look came into Crowther's face, and his eyes glittered as he reflected that Johnnie Bowe would utilize every method to secure the meet for Asbury Park. He asked for his account and found that the bill had been paid. Happy moment. Grabbing his hat he made a rush for the street, and the Elevated soon conveyed him to the Imperial. The others had long since retired. Then an insane theory crept into Ariel's head. Through some strange hallucination he imagined Bowe had told him that Colonel Pope was interested in a scheme to establish a cement cycle path from New York to San Francisco. With newspaper instinct Crowther would have a beat off his contemporaries. He located Colonel Pope's room, and trembling with excitement knocked sharply and hard on the door. Now the colonel is a man who does not relish disturbance of this kind and when poor Crowther related the object of the interview he waxed wroth and

"Ariel" Came Flying Downstairs

before a volley of adjectives. They finally put him to bed, and it was late the next day when he came down into the lobby of the hotel. His friends had departed, and the experiences of the night before were like a vision of years past. His head ached, and there were heavy lines drawn about the corners of his mouth that testified to the anguish under which he had labored. He left for Boston the same day, and the next issue of the *Bicycling World* contained the following editorial:

It is a matter for the most serious regret that my very good friend, Mr J. C. Bowe (of the Syracuse Cycle Co.) should permit himself to be so deeply affected by this Asbury Park-Boston League meet matter. Only a day since I learned that he has just issued a circular to all of his agents urging them to use all of their influence for the town in Jersey, and the bets that that man has laid with me on the subject bid fair to absorb the profits of a dozen Syracuse bicycles if he loses. And that he is going to lose is a dead sure thing, despite the fact that Joe Goodman (I'm surprised at Joe; he's a New Englander, and should stand by New England) and Billy Herrick have duplicated his bets with others of their own with me; so that I stand to win a couple of suits of clothes, two or three silk hats, half a dozen pairs of gloves, and so on, enough to keep me for a year.

In that clever political satire that appeared several years ago entitled "Solid for Mulhooly," a notorious ringster—Blossom Brick, if I remember aright—gave utterance to the following profound aphorism: "One election officer, well in hand, is worth a dozen voters on the half-shell!" To which abstruse remark I commend Mr. Bowe's attention. Let him cease his efforts among the trade, who don't count because they don't vote, and divert them to the direction where they will at least produce some noise.

Mr. Bowe wants to attend the National Assembly in New York, February 18. He will be a wiser man afterward.

Crowther labors under a delusion. He imagined that somebody was going to buy him several suits of clothes, while as a matter of fact Ariel did most of the wagering himself and instead of procuring wearing material from the Bowe, Herrick & Goodman concern he stands to lose a couple of hundred dollars worth himself; and should by chance he succeed in winning, the only recompense is one necktie from each of the gentlemen in the deal. They are having a great laugh on him now, and when he runs up against those Indians again Crowther had better beware of Herrick's "toby of cocoa." Still no circular pertaining to the national meet has emanated from the sanctum of John C. Bowe.

Anent the Martin Road Race.

EDITOR THE BEARINGS: Your Buffalo correspondent in an article in the last issue of your valuable paper states that I have not been impressed with the result of past Martin road races as advertising mediums, and for that reason I am contemplating the discontinuance of my annual Decoration Day event. I have no recollection of having made any such assertion, and would like to have your readers know that my road races are not given for any such purpose; that they are given for the sole purpose of popularizing the sport of cycling. Should my fourth annual road race not take place, it will be simply because I have not the time to give it the attention it deserves.

Yours truly,

BUFFALO, N. Y., Feb. 18. H. C. MARTIN.

Houben, the "man who beat Zimmerman," defeated Fournier, the Frenchman, in a series of match races at Paris.

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II. CHICAGO, FEBRUARY 22, 1895. NO. 25.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

SAVE THE DAY.

Yes, save the day when the Hill Cycle Mfg. Co. ever claim that the Fowler bicycle is better than other makes on account of the nobility and aristocracy having ridden it, having obtained it either by gift or purchase.

When the time comes that we cease to be the recipients of sufficient praise for our wares from plain Americans by birth or choice, and feel called on to say that our wheel is the king pin of all on the score that a few of the royalty(?) have ridden them, we will, by virtue of decay in our gray matter, be struggling along at the rear end of the procession, which we are now far from.

While we have not rubbed shoulders with many of the nobility(?), yet from what we know of them, it would be easier to sell them a $40 wheel for $200 than to sell the average American (who is plenty good enough to ride Fowlers) a $40 wheel for $30.

OH, BUT WE LIVE IN A SWIFT AGE.

Sacred and profane history lead us to believe that there was only one infallible man who ever lived on earth, yet to glance over the ads in one of the many cycling papers that reach you, and believe the expressions of manufacturers you see there regarding their wheels, one would naturally think that this was an infallible age (among bicycle manufacturers).

It seems to us that some people who are making bicycles, and who seem to regard readers of cycling papers as a lot of jays with 1-8-inch brains (judging by what their advertisements ask the readers to believe), should take (using an appropriate phrase) a "tumble to themselves."

YOU CAN COMPREHEND THEM.

When the makers of Fowler bicycles get so "famished" for good points that they have to lay such agonizing stress on the difference of running in the using of eleven balls in the crank shaft over the using of fourteen, we will be sticking paper over broken lights of glass to keep the cold out of our factory, and using our fingers to feed ourselves with because we have not got forks.

Eleven 5-16 balls weigh double what eleven 1-4 balls do. What do you do with the weight question?

THE $10 PHRASE.

Many hundred replies were received to our offer of $10 for the best phrase applicable to the Fowler. Although not one of the phrases suited us sufficiently to adopt it exclusively, and we, of course, could reserve the right to retain the $10 offered, yet there were many good ones; and to show our appreciation in the matter ten of the best phrases have been selected, and to the various senders $1 will be remi ted. If we should at any time adopt one of the phrases sent us, we shall give to the sender the amount promised—$10. We believe we have arrived at a satisfactory settlement of the matter. We still invite the readers to send us a phrase, and if it suits us they will get the $10.

Names of the winners next week.

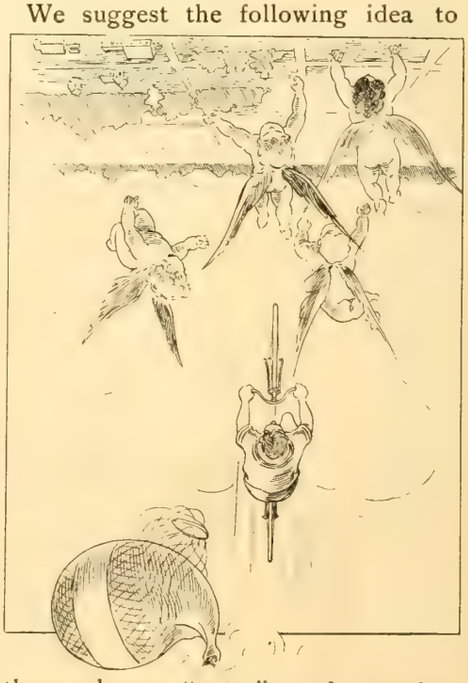
The bicycle business as conducted by some makers reminds us of a lot of doting parents who each try to outdo the other in claiming some imaginary virtue for their respective offspring.

There is not a business in existence of such magnitude and importance as the making of bicycles, where so many "Munchausen" tales as to size of outputs, number of men employed, number of square feet in factory, amount spent in advertising, cost of keeping up guarantee, laboratories for testing, "best material, regardless of cost," etc., are set afloat for people to read and believe.

All hail the day when the business of making bicycles will be conducted on lines of like manufactures.

All superior points claimed by us in the construction of Fowler bicycles are so evident, even to the novice, that they are readily comprehended. Agents realize that in the Fowler wheel they have a "distinctive" wheel, one that has the greatest combination, viz., talking points that are selling points that are practical points.

We suggest the following idea to



those who are "nutty" on the getting of records. It may injure the pacers, may break the wheels and kill the riders—but you get the records.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

GOTHAM TRADE JOTTINGS.

A Strong Rival to the Michaux Cycle Club Springs Up—Perry Snyder Retires From Business.

NEW YORK, Feb. 18.—The Metropolitan Bicycling Co., recently organized in this city, promises to run the Michaux Cycle Club to a close finish, if signs go for anything. They will open March 1, and while not having so large a floor space as the Bowman cycling academy in the Dore Gallery, will nevertheless far surpass it from a decorative point of view. The total floor space of the Metropolitan Bicycling Co. will be 72x111, or about 16½ laps to the mile. The front part, facing on the boulevard, will be given entirely to ladies' lockers, baths, dressing and retiring rooms. This floor will be fitted up in the most lavish possible manner. Directly underneath these rooms will be located the offices of the company and the salesroom. A complete line of '95 Columbia and Hartford bicycles will be carried in this latter department. Immediately to the rear of the building will be placed the gentlemen's locker and dressing-rooms. The storage-rooms of the company will also be placed at the rear of the building. Only the fashionable set of society will be catered to. The price of membership will be placed at about the same as the Cycle Club of Brooklyn—$25 per season for each family, or $15 for each individual member. One thing is certain, and that is that nothing in the city in this line will be able to touch the Metropolitan Bicycling Co., so far as the decorations, fittings, and general extravagance that seem to permeate the atmosphere there.

The Site Chosen for This New Venture

is the one on which an academy for equestrianism formerly stood, at Sixtieth Street and the Boulevard; in fact the building is the identical one, save for an addition of twenty-seven feet which is now being put on to the back. The board of directors are: Col. A. A. Pope, Elliott Mason, James B. Hoggin, a well-known horseman; I. C. Stump, and William Redding. William Easton, the American Horse Exchange auctioneer, will assume the direct management of the school.

Percy E. Snyder has decided to retire from the cycle business and will not be numbered among Gotham's trade after May 1. Mr. Snyder is a son of the well-known Snyder, of Peck & Snyder, the sporting goods firm. Last year he was uptown agent for the Syracuse and Cleveland lines, but a business life is altogether too irksome for this young man, who merely sought to pass away his time in the manner named. The probability is that he will follow the circuit this season, just for the fun of the thing, and if he does the A. L. R. C. will find him an altogether valuable acquisition to their party of travelers.

Geo. C. Coffin and his brother, both of Newark, N. J., and prominent hereabouts as racing men of note, have ordered Humber racers and a racing tandem of the same make. George Coffin has given up his cycle business in Newark and has entered his father's employ. Both men will race in Class A in 1895.

The progress that is being made on H. A. Lozier & Co.'s new factory at Toledo, Ohio, is something remarkable. During the past two weeks, over 900,000 bricks have been laid, and that too in the very middle of the winter with blizzards of daily occurrence. Another strong point has been the manner in which the lumber used for rafters has been rushed. They were unable to find sufficiently strong lumber near home, so they sent to the wilds of Michigan for some. In seven days it had been cut from the forest, hauled, put through the mill, shipped on a special train of six cars, and placed in position. How is that for up-to-date business hustle? Incidentally the staff

At the New York Branch of H. A. Lozier & Co.

has been considerably strengthened during the past week by the addition of Tonsey, who will in future preside over the books of the local house. Tonsey is a former New Yorker, who has spent several years in the extreme south.

A peculiar case of burglary was reported last Tuesday, when Percy E. Snyder's cycle store on the "Circle" on Fifty-ninth Street and Eighth Avenue was entered by thieves. Notwithstanding the presence of several high-grade wheels, the miscreants seemed satisfied with stealing fourteen pairs of P. & S. skates, valued at something over $25. The robbery occurred some time between 6:30 and 7:15 p. m., when Mr. Snyder was out to dinner.

F. W. Aymar, the uptown Remington agent, has received two '95 wheels, Models K and M. The former with its extra narrow tread (4⅞ inches) is causing much favorable comment among customers, and seems to create a strong impression at once, so far as beauty and symmetrical construction are concerned. Mr. Aymar will continue his installment plan of selling wheels this year.

W. S. Maltby has opened a riding academy and instruction school at 162 and 164 West 125th Street. A full line of '95 Falcons and Keatings will be carried there, Mr. Maltby having assumed the uptown agency for them. Douglas F. Maltby, a brother of the professor, will be in charge of the new school, with Messrs. Terhune and Devoe as assistants. The academy was advertised to open on February 14 and promptly on that date the school was ready for scholars, although everything about the place will not be in thorough shape much before March 1. The floor is 50x75 feet in size, thoroughly well lighted with six huge plate-glass windows in the front. It is located one flight of stairs up from the street and will be as cool in the summer time as it is comfortably warm now. Lockers, dressing-rooms, and all modern conveniences exist in connection with the school, and this being the only riding academy in Harlem, a prosperous future seems to await Professor Maltby's venture.

Hermann Boker & Co., 101-103 Duane Street, this city, are creating

Somewhat of a Flutter in Cycling Circles

with their new wheel, the Boker. It lists at $85 and is absolutely high grade. The Boker weighs twenty-two pounds. Boker & Co. also carry a complete line of bicycle lamps at standard prices. In this line are the Little Comet, their leader; the Little Luminous, Crescent, Little Gem, and Torchlight, all first-class goods. A novelty handled by this firm is the Columbian 32-caliber center fire revolver, with an automatic extractor. It is supposed to be a handy weapon for wheelmen who negotiate the acquaintance of sportive dogs without the formality of an introduction. It is well worth any wheelman's time to visit the store of Boker & Co., just to see the many novelties for cyclists' use shown there.

The Park Row Bicycle Co., 21 Park Row, manages to place astonishingly low figures on many of its "bargain wheels." Premiers, Majestics, Royals, and Raleighs are carried, and the prices asked for absolutely new wheels seem incredible to a casual seeker after bargains.

No change will be made this year in the installment plan adopted last season by W. C. Hodgkins & Co., 300 Broadway, New York agents for the Unions and downtown representatives of the Crawford line. "One and a half cents per hour" seems to have come to stay, and W. H. Webster, the cycle and athletic goods department manager, says: "We are actually rushed with customers, as you can see even now." And in the course of the next 10 minutes two cash sales had been made and one installment deal negotiated.

The new branch store of A. G. Spalding & Bros., situated on the northeast corner of Forty-second Street and Fifth Avenue, is now in full blast. Manager George R. Bidwell expects the new building at 29, 31, and 33 West Forty-second Street to be ready for occupancy about June 1, and then New York will be able to boast of one of

The Finest Exclusively Sporting Goods Houses in the World.

Five different departments will be maintained in true Spalding style.

The Humber people hit upon a clever idea for attracting the public's attention one day last week, when they placed their Eiffel Tower bicycle in the show window of their American headquarters, 318 Broadway. To the average passer-by this monstrosity is indeed a wonder and recently no less than two thousand persons stopped from 1 to 10 minutes each to look in awe at the Giraffe. Perhaps a majority of wheelmen are also somewhat ignorant of what the Eiffel Tower bicycle is. It was made for Leon Lyon, of France, last July; it stands ten feet in height, weighs sixty pounds, and is nothing more or less than a safety bicycle with a ten-foot frame instead of twenty-two, twenty-four, or twenty-six inches, as frames in general run. Mr. Lyon ordered it built by Humber & Co., Beeston, England, so as he might create a sensation in the cycle parade held in Paris last July 14. Mr. Lyon won the first prize for novelty. The machine originally cost $250.

Cobb & Archer, 96 Center Street, report splendid progress in Syracuse sales. They will make this wheel their leader. The firm is a new one and is composed of George B. Cobb and George M. Archer, both members of the Harlem Wheelmen. Mr. Archer was formerly connected with the New York Belting & Packing Co. in the tire department. George B. Cobb, Jr., will race on the Syracuse this year in Class A.

Von Longerke & Detmold, 8 Murray Street, have decided to continue in the cycle business after all. Last year they were agents for the Lu-Mi-Num, Kenwood, and Warwick lines. So successful were they with the Lu-Mi-Num wheels that they have renewed their contract for '95. Carl Von Longerke, who will have charge of this department, starts this week for a trip among the neighboring trade in the interests of the St. Louis Refrigerator & Wooden Gutter Co.'s product.

One of Porter & Gilmour's Specialties

this year is the Blauvelt rear wheel footbrake. This device possesses all the advantages and none of the disadvantages of the front wheel brakes now on the market. E. L. Blauvelt, the racing man and inventor of the brake, claims it to be absolutely effective, inasmuch as it will stop a machine almost instantly. It is light, strong, easily adjusted, readily removed, handsomely finished, and weighs but eight ounces. Porter & Gilmour, 16 Warren Street, are the selling agents for this clever attachment.

Amos Shirley, the uptown agent for Columbia and Hartford wheels, situated at 47 West 125th Street and 978 Eighth Avenue, is disposing of his new stock of '95 New Howe machines, fitted with Palmer or Columbia tires, at $75 each; regular list price, $115. Mr. Shirley considers this a necessary move to make room for his stock of Columbias and Hartfords. In speaking of the demand for Columbias this year, Mr. Shirley remarked: "It reminds me strongly of the time I was American agent for Humber bicycles. Customers would come into my store then, look at a machine, ask if it was a Humber, inquire if that was the best wheel made, and upon being told it was, would order it sent to their residence, hand a check in payment and

that would end it. It is the same way with Columbias today. They are grand sellers."

The fire which broke out at 337 Broadway last Thursday morning did not in any way damage H. A. Lozier & Co's stock of machines. Lozier has his branch store in this building on the third floor, but as the fire originated in the basement and was quickly extinguished, little or no damage was done.

R. L. Coleman spent part of last week in New York. He says the factory of the Western Wheel Works in Chicago is being run to its full capacity turning out Crescents, for which 1895 will undoubtedly prove a banner year.

L. C. Jandorf & Co., of 57 Park Place, will push their Lynwood, nineteen pounder, which lists at $100. In the jobbing line these people continue to advertise their weekly slaughter in prices. Mr. Jandorf believes that 1895 will prove a better season for them than any heretofore. They keep 500 wheels or more on exhibition all the time,

At Prices Ranging from $10 to $100.

All the Raleigh and Premier sundry stock has been bought, and is now being offered at next to nothing.

Joseph F. Baker, 1773 Broadway, is in charge of Porter & Gilmour's uptown agency. He is also a special sales and jobbing agent for New York and Brooklyn. His full line of stock consists of Phoenix, Czar, H.-T. Scorcher, Envoy, and Fleetwing. All these models are of 1895 style, and present a truly pleasing sight. All the celebrated P. & G. specialties will also be carried in stock. Mr. Baker says that business is promising, and feels confident of doing his full share this year. Many improvements in the general furnishing of the store have improved its appearance tenfold.

Thos. R. Gannon & Son are located in the store formerly occupied by Stephen T. Moen, at 1786 Broadway. They have also a store at 302 and 304 West Thirteenth Street. Liberty, Sylph, and Overland cycles are carried. A specialty will be made of renting, repairing, and storage.

Louis Rosenfeld & Co., 20 Warren Street, have received more orders for their celebrated Hy-Lo changeable gear so far this year than altogether during 1894. As Mr. Rosenfeld remarks, "We knew it would take time to teach the public how good a thing we have in our gear, but we never dreamed that they would flatter us to the extent that we find is the case." In addition to the useful points of the Hy-Lo gear its extreme simplicity makes it doubly valuable.

Arthur Collins & Co., 322-324 Seventh Avenue, will in future handle Columbias and Hartfords exclusively. Entire lines of each are in, and Mr. Collins says he feels confident of a grand year for the pioneer American make.

A Wonderful List.

Some few weeks ago Theo. F. Merseles, manager of the eastern branch of the Western Wheel Works, received an application from Pennsylvania for an agency and as the town named seemed to be a promising one, although not large, a reply was sent, in which a request was made for a report on the applicant's financial standing, etc. In due time it arrived and it was the most complete list ever received at the office. Aside from the list of real estate owned by the applicant, the following list labeled "Special List," was also sent:

One dozen handkerchiefs, 60 cents; one pair shoes, 50 cents; two shirts, 50 cents; one pair shoes, $1; one wheel-barrow, 50 cents; two cider barrels, $4; one corner stand, $1; one barrel of vinegar, $6; one pocket knife, 50 cents; barb wire on hand, $7.50; one log chain, 50 cents; boards and lumber, $10; two monkey wrenches, 50 cents; one cat, 10 cents; two boxes axle grease, 20 cents; one cutting box, 5 cents; one curry comb, 10 cents; tar on hand, 5 cents; one curry brush, 30 cents; window blinds, $2; one looking glass, 50 cents; corn on hand, $1.50; one set of dishes, $5; one shovel, 50 cents; two clocks, $2; one digging iron, $1; pork on hand, $5; one mattock, 50 cents; one black suit, $10; one mowing scythe, $1; one black overcoat, $10; one pocket book, 5 cents; one coat and vest, $7; one pack clinch nails, 10 cents; one overcoat, $3; one piece saddler wax, 2 cents; one pair striped pants, 50 cents; one sewing awl, 5 cents; one pair overalls, 75 cents; one pegging awl, 10 cents; one pair overalls patched, 25 cents; one set fish hooks and line, 50 cents; one pair overalls full of holes, 10 cents; one pair shoeing pinchers, 50 cents; two shirts, $1; one shoeing hammer, 50 cents; two shirts, 75 cents; one shoeing rasp, 35 cents.

Added as a postscript was the startling statement that he also owned "twenty-five chickens at 25 cents per piece." This copy of the curious document was kindly loaned by Mr. Merseles, who has a keen appreciation of the ridiculous. "It is needless to add that this applicant for an agency was *not* appointed," says Merseles in conclusion.

"Anything to attract attention," said "Pye" Bliss as he placed in the window of the Monarch company's Chicago store a large tray beautifully decorated with medals which he and "Art" Lumsden had won during their amateur career; "and now you watch the jays crowd around that window," and they did. "A. E. Lumsden, winner Pullman Road Race, 1889," says one very prominent medal with a huge chunk of "paste" where a diamond was originally. "The diamond?" says "Art." "Oh! yes. Well, you see—well—really—I believe—say 'Pye,' isn't that the one Tom Roe swiped?" "Pye" laughed a very horsey laugh, and "Art" tried to smile, but covered his confusion (?) by remarking, "Come around next week and we will have every diamond we ever won. You know we are both married now, and we will have to borrow them from our wives."

TRADE IN NEW ORLEANS.

NEW ORLEANS, LA., Feb. 15.—Cycling in New Orleans is decidedly "on the pork," as the southerner expresses it. One reason is that the city is so situated that there is practically no place to go on a run, except up the Mississippi River. The business portion of the city is miserably paved with large blocks of stone about 1½ inches square. The streets are better paved in the residence portion of the city. St. Charles Avenue is a very beautiful asphalt drive and is the only really good street for cycling.

Nevertheless there are quite a few enthusiastic wheelmen in the city but very few lady riders. Public sentiment seems to be set against the gentler sex indulging in the sport, and Mother Grundy holds the balance of power in New Orleans as she does in all southern towns. The Crescent Wheelmen is the only club in the city, but it is fast going to the dogs. The members are losing their interest in the sport, and it is said that their handsome clubhouse is for sale.

There are but three dealers in the city and even these have a hard time of it. E. C. Fenner, at Gravier and Camp streets, handled the Rambler, Victor, Waverley, and Western Wheel Works line last year and disposed of 300 wheels. He will carry the same line this year. Mr. Fenner has handled wheels for the last ten years and his stock of bicycles, in connection with his carriage salesrooms, is the largest in New Orleans. Ed C. Stoddard has a fine store at 1208 St. Charles Avenue and during the past season sold twenty-five Keatings and Imperials, at the same time doing a large renting and repairing business. He will handle the Columbia line exclusively this year. The other dealer is L. J. Godbery, at 2830 St. Charles Avenue, who handled the Cleveland and Phoenix in '94, disposing of some fifteen wheels. He does a large renting and repairing business and this year will go into the bicycle business on a larger scale. He will handle the Phoenix, Cleveland, Sterling, and Union this year.

HAVE A HUGE PLANT.

W. H. Crosby has made the name of the Spaulding Machine Screw Co. a power in the land. Their huge plant at Kensington station, in the northeastern portion of Buffalo, is pushed to its fullest capacity, turning out stampings from sheet steel, pedals, and other specialties. Besides manufacturing, the Spaulding company are sales agents for a large number of firms. Their business has grown to such dimensions that it has been necessary to add new wings and an office building. To Mr. Crosby is due a good deal of credit for making the Spaulding company a leader in their line.



Poorman's Heavy Weight Rider.

Gen. Joe Poorman, Cincinnati's big dealer, recently placed with the Barr Bicycle Clothing Co., of Chicago, a large stock order for cycle suits, specifications for the knickerbocker of one particular suit being as follows: Waist, 64 inches; hip, 69 inches; thigh, 45 inches; knee (below), 26 inches. The general then confirmed these measurements by stating that the party for whom this was wanted was six feet four inches tall, weighed 474 pounds, and rode a Poorman Special, which would be on exhibition at the Poorman Cycle Show, February 22. Mr. Barr said that these were the largest pair of bloomers he ever made.



The wheel he rides.

The Lyndhurst, made by McKee & Harrington, is catching on wherever it is shown, and the makers are being forced to put on extra help, and work over time in order to supply their agents promptly. There are many new features in the construction of the '95 Lyndhurst. In '94 this popular wheel is said to have won more Class A prizes than any other machine on the market. Paul Grosch made his wonderful quarter-mile record on this wheel.

ENGLISH TRADE NOTES.

LONDON, Feb. 2.—I hear that in Paris, that restless place where everything must be new even if it be bad, the *bicyclette a petrole* is bidding boldly for favor. Petroleum cycles have been tried before, and although there is little doubt that they are quite practicable, there is not the slightest chance of their becoming popular for many years to come. In England indeed they can not even be thought of until our wretched board of trade is sat upon, for as things are at present a man with a red flag and a speed "not exceeding four miles an hour" are required under the locomotive act. Therefore there is no necessity for the cycle trade, as at present constituted, to be alarmed, although I have lately seen it freely stated that the oil bicycle has a future before it.

The craze for narrow chains is not so bad as it was at this time last year, and most racing machines will this season be fitted with ¼-inch block chains, while roadsters will have 5-16 inch when gear cases are not used. As, however, every first-class cycle intended for road work is now fitted with some such contrivance, it may be taken that ¼-inch chains will be the standard size both for roadsters and racers.

The question of the amateur definition is now raging here, and every week new suggestions are made, most of which tend to allow amateurs to be openly retained by manufacturers. As I have over and over again pointed out, it would be a good thing for the trade if the present definition were maintained and the licensing scheme properly enforced. I fear, however, that those who are employed at large salaries by the big makers would always obtain licenses, and, therefore, I suppose that the trade will have to go on paying through the nose for records which, from an advertising point of view, have long since ceased to be of real value. Doubtless a day will come when the trade as represented by the larger firms will awake to the absurdity of the situation, but until then things will most likely go on as at present. Meanwhile the "man and a boy" maker laughs, ha! ha!

No. 2 of the *Cycle Manufacturer* is just to hand. It contains a good deal of information on trade matters, but I fancy it is hardly outspoken enough to be of much real value. Probably the advertisers will get the best notices, and the articles on machine construction are from the pens of men avowedly in the trade, and who do not forget to blow their own trumpets and extol the cycles manufactured by their particular firms. The other new trade paper is already involved in a libel action, or at any rate is threatened with one, for I read in the *Cycle Manufacturer* that "a new publication styling itself the *Cycle Trader*" is to be served with a writ for an alleged libel on E. Dangerfield. I like the wording of the paragraph muchly, more especially as it appears in No. 2 of that "old-established journal," the *Cycle Manufacturer*.

I was told the other day on what I deem good authority that J. H. Ball has severed his connection with the Nottingham Machinists Co. This news has come as a surprise to many, more especially to those in trade circles.

The fact that Messrs. Humber & Co. have to a certain extent exploited the Fairbanks wood rim, has evidently drawn public attention to this class of felloe, and I hear that there is a continual and increasing demand for rims of this class. Up to the present I have not had sufficient experience of the wooden rim to fairly judge of its actual merits, but I am still doubtful as to its standing the damp to which English cycles are continually subjected. I think that the main test of wooden rims will not be until the autumn, when we shall see how those which have been ridden during the summer stand the wet of the later months of the year. It is only after continual use that we can judge of the merits of the various waterproofing substances now employed in their manufacture.

The trade in Coventry is really quite brisk, and it would seem that not a few of the manufacturers of that city have at length recognized the fact that they were slowly but surely drifting behind the times. I was informed during a flying visit I paid to the Midlands last week, that J. K. Starley & Co. have never been working at such high pressure as at present. I hope that this prosperity will continue.

The Dublin cycle show, which according to some of the cycling papers was to have been such a big affair, seems to have ended in a fizzle. Rather less than forty manufacturers exhibited, and taking one consideration with another the show seems to have practically collapsed. The fact is that we have had too many cycle shows lately, and the expense involved is too much for most manufacturers.

The Turner Tire Co., Ltd., has gone into liquidation. The Turner tire was by no means a bad one, but unfortunately one or two of the directors did not know much of the trade. N. L. Jackson, for instance, although a great authority on football, positively knows nothing of cycling, and although he recently penned an article on the subject in an English magazine, he had to send for a well-known cycling pressman to enable him to scramble through a few of the technicalities.

A correspondence has lately been going on in the cycling papers about the proper weight for road racing machines, and many different opinions have been expressed. Shorland thinks that twenty-three pounds is a fair weight, while Wridgway, who is a lighter man, considers thirty pounds nearer the mark. I believe that a machine scaling about twenty-eight pounds, with a fixed gear case, will be about the best, and I think that this will be the average weight of most road racers for the approaching season.

WILL O' THE WISP.



THE QUAKER CITY CYCLE SHOW.

PHILADELPHIA, PA., Feb. 17.—The first annual Philadelphia Cycle Show, under the auspices of the Philadelphia Cycle Bazaar, of which Charles Werner is the proprietor, was formally opened last night at 211-213 North Broad Street. The large hall and ante-rooms were handsomely decorated with flags and bunting, and illuminated by the glare of numerous arc and incandescent lights, and presented a very pretty appearance. During the course of the evening several hundred persons, many of whom were women, visited the hall, and if the attendance is to be taken as a criterion, the exhibition will be a huge success. Considerable business was done last night, considering that it was the opening, but it will undoubtedly increase during the ensuing week.

While in point of elegance and amount of display it does not come up to the former shows held in this city, yet it will answer all the purposes for which such an exhibition is intended. The cycling public of this city have become so accustomed to the annual cycle show that the failure to have one here this year was a great disappointment to them, but now that Mr. Werner has come to the rescue those interested in bicycles will hail the show with delight and pack the bazaar to the doors. There are many features attached to the show and all are attracting much attention.

Souvenirs are Plentiful,

and as usual the proverbial catalogue and souvenir "hunter" is to be found in abundance.

Nearly all the wheels of prominence are represented. Each make of wheel has a separate stand and its own salesman so that the different manufacturers are treated alike. By this arrangement the affair assumes the aspect of the up-to-date cycle show and the dealers are enabled to point out the merits of their respective wheels and each one has equal chance of attracting the interest of the cycling public. The '95 patterns with their many improvements were critically examined and it was evident to THE BEARINGS' representative that the visitors were greatly satisfied with what they had seen many of whom will probably be purchasers before the show closes. Among the wheels represented are the Triangle, Monarch, Majestic, Phoenix, Smalley, Niagara, Winton, Excelsior, Continental, Philadelphia, and American. The latter is manufactured by the American Sewing Machine Co., of this city, and as it makes its initial appearance this season it is attracting much attention. There is also a large display of sundries and novelties, and parts of wheels from the smallest ball bearing to the highest frame are on exhibition. The motor bicycles, which attracted so much attention at the New York and Chicago shows, are expected to be on exhibition some time during the ensuing week.

In addition to the display of '95 wheels there is also a "bargain department" where brand new '94 machines are meeting with auction prices. Another feature of the show is

A Handsome Photograph Frame for Club Use

in the shape of a wheel. It is a complete facsimile of the latest pattern pneumatic tire wheel and is made entirely of the best kind of wood. The 28-inch wheels are made of bird's-eye maple and among the spokes are openings to receive photographs. The show will remain open during the ensuing week from 3 to 10 p. m. daily.

The Union on which Dr. Milton Keim, of the Century Wheelmen, rode 18,538 miles during the year 1894 is now on exhibition at the Union Cycle Co.'s branch store on South Penn Square and is attracting considerable attention. Notwithstanding the rough usage to which the wheel has been exposed it looks as strong as any new wheel, and an examination will reveal the fact that it does not show any wear on the bearings. It is an excellent demonstration of the good qualities of the Union, and should certainly be prolific in increasing the already large trade of the company in this city. Manager Greer takes great pride in showing the wheel. It is said that the wheel required no repairing during the entire year.

The Philadelphia branch of the Indiana Bicycle Co., at 913 Arch Street, opened its doors to the public last Monday, and a large concourse of persons received a hearty welcome at the hands of Man. Harry D. Simmons and his assistants. The store has been entirely renovated and presents an unusually bright appearance. The main show-room is sixty-five feet deep. There is also

A Show-room for Second-hand Wheels

back of this, which has a depth of thirty feet. To the right of the latter room there is a repair shop forty feet square. The storage-room is on the same floor and has an entrance to the back street. The total depth of the store is 160 feet. All the Waverley patterns for 1895 were shown and on account ot their many good points and popular price made quite an

impression. Thus far the business has been fairly good, but Manager Simmons anticipates a large increase as soon as spring sets in.

Jacob Rech & Sons, of Eighth and Girard avenues, have received another consignment of Liberty and Sterling wheels, and are now filling the orders which have accumulated since the first of the year; in fact since last fall. Both these wheels are popular in this city and the Messrs. Rech should do a large business this year.

"The finest wheels that ever happened," to use the phraseology of "Pop" Brewster of the firm of Garden & Brewster, are the Victor and Crescent, and judging by the business of the firm since they took charge on the first of the year, it would appear that the ideas of a large part of the local army of cyclers run in the same direction. Although snow still covers the ground, business is fairly brisk at this establishment and the employes have had no relaxation from duty. The sale of second-hand wheels accumulated since the opening of the store over a year ago has been very large, but a great many still remain, which will be disposed of at a clearing sale to take place in a fortnight. The Victoria came to town last week and received a royal welcome from the host of feminine riders who have inspected it.

Wright, Walker & Co. will have "open house" tomorrow in celebration of their new quarters at 923 Arch Street, to which they recently removed from South Eighth Street. The store is possessed of all the modern facilities for the transaction of a large business and the main room has a depth of 150 feet. The front part is fitted up as a show-room, while in the rear there is an extensive repair shop. The firm handles the Eclipse wheel and is also showing the '95 patterns of the Wilhelm. The tandem of the latter make, weighing forty-two pounds and selling for $125, is much admired.

QUAKERS NOT COMPLAINING.

PHILADELPHIA, PA., Feb. 10.—Trade news has been a very scarce commodity within the past few days or so, owing to the heavy storms and the effects attendant upon them. With the temporary postponement of a rush of business, the dealers have been enabled to catch up with the large number of early orders, and are now prepared for another brisk season when the weather moderates.

Davis J. Hoopes, who was recently appointed the local agent for the Keating, is now ready for business at the commodious store 1217 Filbert Street. The first consignment of wheels reached here on Tuesday, and like all other models of this make the '95 wheels are very light and at the same time most durable. Mr. Hoopes is well known to the local cycling public, and should do a good business. Heretofore the branch of this company has been located in the upper section of the city on North Broad Street, and the change to the business center should prove a good one.

The recent alterations made by Jacob Rech & Sons, the Sterling agents, have added considerably to the attractiveness of their store at Eighth and Girard Avenues, and the firm is now capable of handling a large business. The Liberty is also sold here, as well as a large line of sundries.

Jack Greer has assumed a medical role—so they say and they ought to know—and gives as a prescription to avoid remorse the purchase of a Union Crackajack twenty-one-pound road wheel. Mr. Greer is very popular among buyers and it is not likely that he will have to give much advice, as the sterling qualities of the Union wheel are too well known.

Wright, Walker & Co. are now ensconced in their new store at 923 Arch Street, where they have largely increased facilities for handling the Eclipse in addition to doing repairing and caring for an extensive line of sundries.

George B. Mershon and C. C. Mershon, the two hustling young Philadelphians who will sell Ariel wheels here this year, have already secured a large number of orders for their wheel and expect big additions as soon as warm weather makes its advent.

Osmond's Opinion.

F. J. Osmond, England's ex-champion, was recently asked his opinion of American wheels by a *Wheeling* representative. He said: "I think the Americans can compete with us in cheap machines. They use automatic machinery, and their idea seems to be to turn out machines quickly rather than well. This automatic machinery has been prominently brought before my notice in equipping our factory, and I recognized that for the best class of work some of it was useless. Such as we have ordered is being constructed to special designs to which we have contributed. In America the machinery does the work and unskilled lads 'feed' the machines. If they utilized skilled labor to the extent we do here that alone would render it almost impossible for them to compete with us, apart from the fact that they can not buy material that will compare with ours, either in quality or variety. No," concluded Mr. Osmond emphatically, "they might bring over machines made on the American alarm clock principle, and cut our prices, but they couldn't give better value than the English makers."

The Holmes Co., of Boston, manufacturers of bicycle, athletic, and bathing suits, sweaters, stockings, etc., have just issued their wholesale catalogue. They call special attention to their Scotch heather and their famous "3-3" stockings, which they are prepared to furnish in all colors.

The Brooklyn Cycle Co., manufacturers of the Brooklyn cycle stand, have granted the right to the exclusive manufacture and sale of the stand to the Bridgeport Gun Implement Co.

PEERLESS

RIDERS MAKE THE RECORDS.
AGENTS MAKE THE PROFITS
WE MAKE THE WHEELS.

TRADE MARK



See the Wheel---It Tells About the Records.
See Us---We Tell About the Profits.

Bluebirds come with the spring, but our

BLUEBIRD is already here!

As of old the Peerless Bluebird Racer will be seen at the head of the procession.

Make a Note:
All Peerless Bicycles have Blue Rims.



See that Name Peerless "Just a Little Better than the Best."

PEERLESS MFG. CO.,
CLEVELAND, OHIO.

The Man that Wants to Handle a Splendid Wheel at a LIVING DISCOUNT Should Write Us.

By the way:
SEND FOR CATALOGUE.

MENTION THE BEARINGS

ECLIPSE COMPANY'S OUTPUT.

There is a good deal of speculation in the minds of the dealers in bicycles all over the country as to the number of high-grade wheels that are being turned out by some of the largest concerns in the business. Concerning this subject a representative of THE BEARINGS had an interesting conversation with a gentleman, whose business is such as to bring him in close contact with the manufacturers of bicycles all over the country. As to the capacity of some of the large concerns, this gentleman said: "You see a great deal in the trade papers about this concern building 10,000 high-grade wheels, and that concern turning out 15,000, and another concern working day and night to put out 20,000 but in my opinion these numbers are in excess of the actual output of the majority of the concerns. The fact is you can count on the fingers of one hand the number of concerns in this country who are turning out in one year 10,000 absolutely high-grade wheels. To put out such a product as this requires an immense plant, a large and thoroughly organized force, and immense capital. There are a number of railroads in this country having a mileage of over 100 miles that do not earn in a year as much money as the output of some of the bicycle concerns, and especially any bicycle company that puts out anywhere near 10,000 high-grade wheels in a year.

"There is a concern I have in mind now that you hear very little about as to its output, yet it is one of the largest in the United States. I refer to the Eclipse company. I understand that it is one of the rules of the management to say nothing about their output, and right here let me say this is a good deal the idea of Colonel Pope. You can get no reliable data from any one prominently connected with his company as to the number of wheels shipped out by this immense concern. I visit the Eclipse company several times a year, and generally inquire how business is. The answer is always about the same. 'Oh, fair.' 'What is the prospect for the coming season?' 'Well, we expect to get our share of the trade.' 'How many wheels will you turn out for '95?' 'All we can sell. We are now running through a lot of 5,000, and when they are well along will start on another lot.'

"I know that for the last two months the Eclipse have been running through their works at least sixty machines a day, and they will no doubt begin to run extra time as they generally do when they are rushed, and they expect to put out eighty wheels a day, which you understand means about two thousand wheels a month. I suppose that the capacity of the Eclipse company is well up to that of some of the largest in the United States, and when you talk about 2,000 high-grade wheels a month it is simply immense. This concern has been putting in some new machinery right along every few weeks all winter, until they now have some of the latest and most improved machinery, such for instance as the hub turning machine for cutting hubs out of the solid bars, and automatics for turning out work that is about as perfect as can be made; but when you stop to consider that the bulk of the bicycles built in this country are put up in four or five months, you will get an idea of what an amount of hustling it takes to turn out 10,000 machines in one season. I suppose if the Eclipse company could run twelve months in the year that they would have no trouble in turning out 20,000 bicycles a year, and what applies to them would apply to a number of others."***

WILL BUILD WHEELS TO ORDER.

Albert Buchner, proprietor of the Rush Street Cycle House, 73 Rush Street, Chicago, will build the Buchner Special this year. The machine will be constructed on very graceful lines and will weigh about seventeen pounds. The accompanying illustration shows J. B. Farmer, of the Irving Park C. C., on a sixteen-pound Buchner Special. Mr. Buchner will also build tandems.

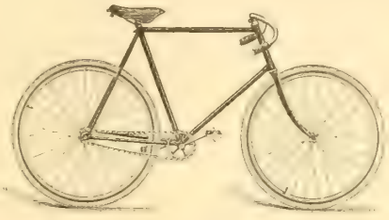


J. B. FARMER.

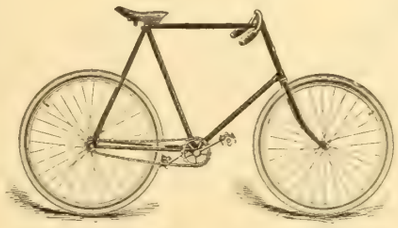
Something About Catalogues.

For the last week or so THE BEARINGS' office has been flooded with catalogues until the editor's desk is piled a foot high with these artistic tid-bits. All of them are beautiful, the amount of money represented in the pile being something surprising. It would be quite impossible to review each and every one, and do justice to any of them. The Pope Mfg. Co.'s magnificent creation has been scattered broadcast through the land until it is now one of the parlor table ornaments, every one being familiar with its contents. The Sterling Cycle Works' "Discourse on Cycling" was distributed at the show, and doubtless has been read by thousands by this time. The book is very cleverly written and illustrated. The Union company, too, have something extra fine in the way of "cats," the illustrations and letterpress being out of the ordinary. The Hill Cycle Mfg. Co. have a unique cover that is certainly handsome. The pamphlet itself is profusely illustrated with pictures of Fowler riders and agents.

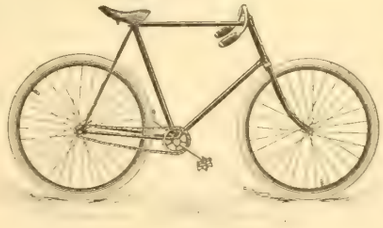
TRIBUNE BICYCLES



Racer.



Models F and E.



Models C and D.



Models A and B.

THE BEST IN THE WORLD.



Model G.

THE BLACK MFG. CO.
ERIE, PA.

THE MODELS OF HUMBER CYCLES

in process of construction in our American factory have been designed since other cycle makers, European and American, completed their 1895 models, and embrace improvements not to be found in other cycles manufactured in America. Stocks will be on exhibition and

READY FOR DELIVERY MARCH 1, AT OUR NEW YORK DEPOT..... **318 BROADWAY,**

and at our agencies in all prominent cities in the United States. Cyclists before selecting their 1895 mounts should

Wait and See the American Beeston-Humbers

practically 1896 models, a year ahead of all others. Humbers are the standard of quality with cyclists in all parts of the world, and are the standard which all cycle makers aim to imitate. Unequaled in quality in any part of the world, they are leaders everywhere, on the track, on the road, in the club. Second-hand Humbers bring better prices than any other make. Why?

HUMBER & CO., AMERICA, LIMITED,

Factories: Beeston, Eng.; Westboro, Mass. LONDON. PARIS. NEW YORK.

Mention The Bearings.

A $75 BICYCLE.

THAT'S WHAT WILL BE

HIGH GRADE, LIGHT WEIGHT, BACKED BY A LIBERAL GUARANTEE, **THE SELLER FOR '95.**



Weights, 21 to 24 lbs.

LIST, $75.

THE WABASH LINE.

28 in. Racer,	Model A,	18 lbs.,	list	$90.00
28 in. Gents',	" B,	21 "	"	75.00
28 in. Ladies',	" C,	25 "	"	75.00
26 in. Youths',	" D,	23 "	"	50.00
26 in. Misses',	" E,	26 "	"	50.00
24 in. Boys',	" F,	22 "	"	40.00
24 in. Girls',	" G,	25 "	"	40.00

WE HAVE A SPECIAL PROPOSITION FOR RESPONSIBLE DEALERS.

THE MODEL "B" WABASH SCORCHER.

THORSEN & CASSADY CO., 141 AND 143 WABASH AVE., CHICAGO.

Sole Agents THORSEN, WABASH, STEARNS, REMINGTON, and LOVELL DIAMOND Bicycles.

A PACE INDICATOR.

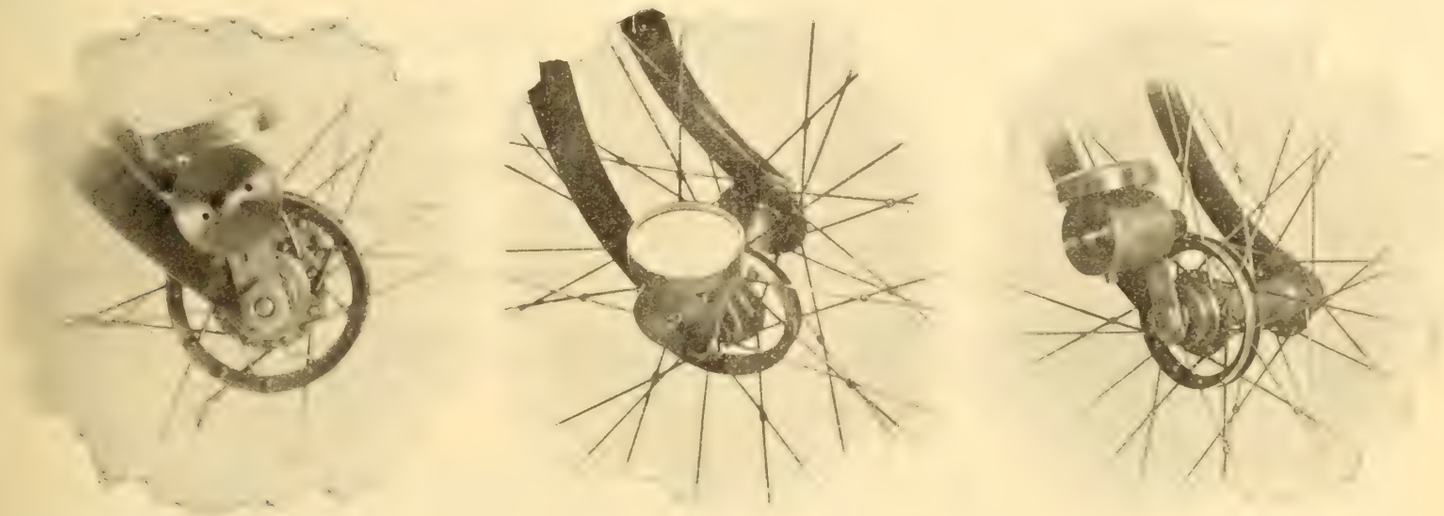
We illustrate herewith a device designed by E. T. Turney, of Chicago. This machine was designed to be attached to any bicycle, as is shown in the accompanying cuts. It is provided with a dial, which is divided into seconds for from a 4 minute to a 1:30 gait, with a pointer, which is controlled by a little rubber friction disk in contact with the ring mounted on the spokes of the wheel. The dial is provided with large figures, which are easily read by the rider from the saddle and enable him to determine the exact rate of speed at which he is riding at every inch of the road.

For example, when a rider starts out on his wheel and reaches a 4-minute pace the needle commences to indicate and will move from the zero mark to the 4-minute mark; and as he increases the speed the needle will respond accordingly by moving toward the lower figures. When he reaches the limit of his speed the needle will stay at that point, say a 2-minute clip, as long as he maintains that speed, but should he not be able to hold that gait and commence to slacken his speed, the needle will immediately begin to run down the scale, indicating all the time just how much time he is losing. A man can go out on the road and train himself for any pace he desires and come back knowing just what he has done without the aid of a timekeeper.

It is positively accurate and has been tested by some very reliable men. The jolting of the wheel on the road does not affect it in the least, as great care has been taken in designing it to fulfil all requirements. Every machine is carefully calibrated on a special device designed for that purpose and is guaranteed to be absolutely correct. It will be manufactured and handled by Turney, Clark & Co., Masonic Temple, and will retail for $5.

Any further information will be gladly furnished on application to the above firm.

Norton H. Van Sicklen has examined the instrument and certifies that the above statement does not in any way enlarge upon the work the machine accomplishes. It is indeed a boon to any man who is training for either road or path racing and will undoubtedly be seen on the wheels of every aspirant for racing honors within a few months, while their universal use by all riders with any desire to know their pace is but the question of a very short time.



ABOUT THE MAKERS OF SHELBY TUBING.

The Mansfield (Ohio) *Daily Shield* recently printed a history of the Shelby Steel Tube Co. which should be more than interesting to the cycling world. The *Shield* says:

"In December, 1890, the Shelby Steel Tube Co. was organized with a capital stock of $100,000. But it was not until March, 1891, that the works were really started. On July 24 of that year the first seamless cold drawn steel tube was made in the United States. The occasion was a source of great local jubilation. Prior to this all the steel tubing used in this country was made in England. The primary history narrated in a simple manner will be interesting. To Capt. D. L. Cockley, more than to any other individual, does the full credit accrue for the successful founding of this industry. In a chance conversation he gleaned the fact that manufacturers of bicycles were using an immense amount of cold drawn seamless steel tubes, which were all imported, that if they could be successfully made in this country there was an opening for a grand industry. With indomitable spirit and pluck he set about an investigation, and careful and extensive research was instituted. At this time there were but two plants in the world turning out this product. They were the Weldless and Credena factories in England. Two representatives of the company were detailed on a special mission. It required persistent ingenuity to gain entrance to one of these works. Disguised as a workman, one of the representatives finally accomplished this arduous task. Eventually Hudson & Gay, famous tube drawers, allowed them to make draughts of their works and operations. Sticking rigidly to the task, in the face of all rebuffs and drawbacks, they in the end secured the coveted process. This is a generalization of the facts sufficient for a newspaper article.

"The gentlemen who had the project in hand did not stop here. Machinery of a duplicate character was built and much of it was improved. Like all other enterprises, the start was the hardest. There was a full share of Americans who doubted and pooh-poohed the idea that the Shelby Steel Tube Co. could equal the English product and for a while the introduction was slow. But the tireless workers of this company shut their teeth down hard and their faces were set in determined lines. The triumphal end came, victory was won, and today it is an admitted fact that the Shelby cold drawn seamless steel tubes excel in finish and quality those imported. This is due to two facts: A minute attention to the smallest details of manufacture and a keen, careful, and everlasting purpose in perfecting improvements. Important improvements were discernible, as possible in the construction of certain machines necessary to the work, and the more marked general intelligence of American skilled mechanics employed in the works brought about the result. Assiduous and untiring were the mind energies bent and devoted to their task. Here is illustrative evidence. The English preceptor of these works declared that sizes less than ⅜ inch and larger than 1¾ inches could not be made. But the Shelby Steel Tube Co., the first manufacturers in America and now the largest in the world, turn it out in sizes ranging from ⅛ inch and up to as large as three inches in diameter, in guage from one to thirty, English standard.

"The metal that is used is known as steel billets or blooms, and is all imported from Sandviken, Sweden. This is the purest ore in the world, running up to 95 per cent. clear iron ore, and is dutiable at $22 per ton. Large tempering ovens, fed by crude oil and by steam blasts, heat and temper the material. Numberless slowly revolving hydraulic-like cog wheels, with long link chains of immense power, draw the tubes when cold.

"The uniformity of the tensile strength and ductility of these tubes is such that no margin is required for possible flaws in material, and a saving in weight is the result. Every tube is thoroughly tested in the process of manufacture. It would be impossible to give other than a bare idea of the process of manufacture to readers. These tubes are used for locomotive, fire, marine, and other boilers; hydraulic presses, hollow spindles, spinning aps, hose and trolley poles, couplings, bushings, furrules, pneumatic sulkies, bicycles, and other purposes where lightness, strength, uniformity, and durability are required. These tubes are made from the best quality of steel, specially prepared and tested, and are drawn cold without weld or seam, smooth both inside and out, and guaranteed to stand the severest tests.

"Their uses do not by any means end here. The future will bring about a multitude of further uses.

"An area of over eight acres is utilized for the extensive series of brick factory buildings, yardage, etc. They are denominated as works Nos. 1 and 2. They are conveniently located on the lines of the C. C. C. & St. L. railroad and the B. & O. railroad. There are ten main brick buildings, besides a handsome separate two-story brick office building. Here are some of the dimensions of these structures: 200x100 feet, 300x75 feet, 180x 60 feet, 200x48 feet, 200x40 feet, 180x40 feet, and 140x60 feet. These include draw rooms, annealing rooms, tool rooms, machine rooms, and pickling rooms and other departments, besides shipping and packing rooms. Six Corliss pattern engines with a total capacity of over 900 horse-power propel the machinery. These were made by the Mansfield Machine Works.

"These immense works are manned by a force of 300 skilled operatives. The product of these works finds a ready and appreciative market all over this continent. At present the works are running night and day to keep up with orders. The monthly pay-roll is above $10,000. The capital stock has been increased responsive to the expanding demands of this business, and is now $500,000. They possess facilities for making over 5,000,000 feet of tubing annually, enough if used on bicycles alone to make over 500,000 of these vehicles. This is in their regular routine hours, but can be doubled by night work. And, as elsewhere indicated, its uses are

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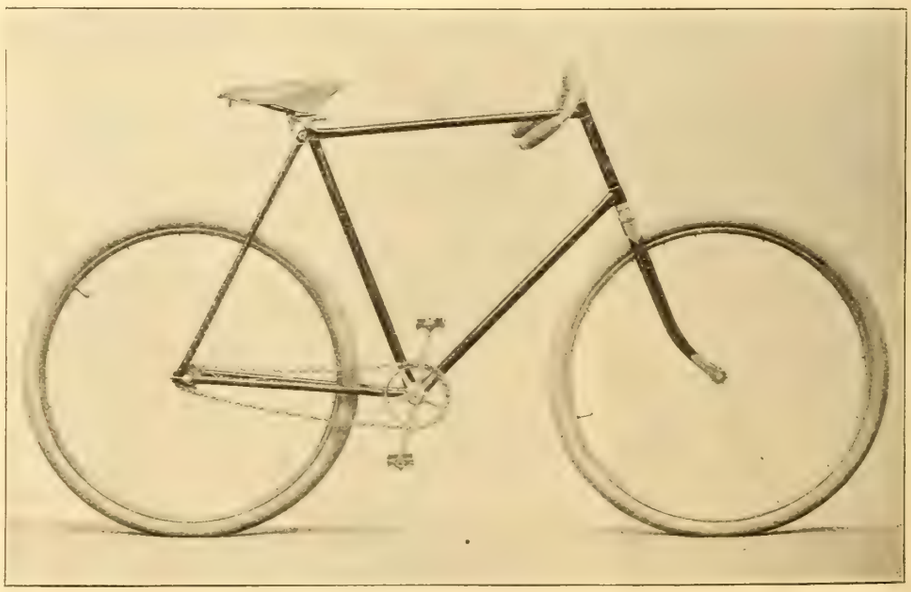
The Thistle's Looks.....

tell of its excellence. Its speed shows even when it is standing. Light, strong, rigid, graceful, and sound in every part. On the fastest track or roughest road you can rely on your

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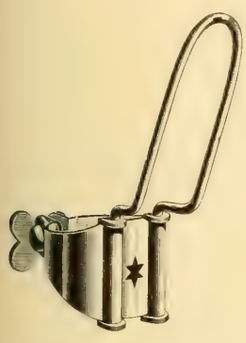
276=278 WABASH AVE., CHICAGO.

very manifold. Tubing was furnished for the boilers of the 'Yankee Doodle' steam yacht, record thirty-two miles per hour; the 'Ericsson,' the government torpedo boat, formerly known as Torpedo Boat No. 2, and others. Over 30,000 feet, or nearly five continuous miles of tubing, were used on the 'Ericsson.'

"The success of this enterprise as set forth above is very largely due to the magnificent management and grand working powers of its officers and projectors. It was a gigantic undertaking, which required stern, unrelenting purpose and pluck to bring about. And in the trying hours of the start of this new infant industry, this collection of men never swerved. In no other hands would it have made such an unqualified success or assumed such commanding proportions. Below is the list of gentlemen and officers who contributed to this end: Capt. D. L. Cockley, president; H. H. Cockley, secretary, and J. C. Pattison, treasurer. Directors are Col. A. A. Pope, of Boston, Mass.; Geo. H. Day, of Hartford, Conn., and Capt. D. L. Cockley, B. J. Williams, W. W. Skiles, J. A. Seltzer, and J. C. Pattison, all of Shelby."

The Star Lamp Bracket.

The Bridgeport Gun Implement Co., of 313-315 Broadway, New York, have good reason to be proud of their new Star lamp bracket. It is chamois lined, nickel-plated, and one of the easiest adjusted brackets on the market. The loop is made of steel wire with a spring steel collar, and an adjustable thumb screw. The weight of the head or handle-bar bracket is 1½ ounces, while the fork bracket weighs 2 ounces. The accompanying cut shows the head bracket. The price of this handy little article is 50 cents each.



Hickok Goes to the Coast.

L. E. Hickok has resigned his position with the Pope Mfg. Co., and will locate permanently at 433 Broadway, Los Angeles, Cal., the firm of Stephens & Hickok having secured exclusive control of southern California for the sale of Columbias. Hickok is one of the oldest, if not the oldest, traveling men in the cycle trade, being the last of the five who were on the road when he started. E. A. DeBlois now ranks first in the employ of the Pope company.

John Dunphy & Sons., of 29 Ferry Street, New York, report a very good business in saddle and tool-bag leather.

TRADE CHANGES.

ASHEVILLE, N. C.—Brown Northrup Co., hardware, will probably add a bicycle department, and will consider propositions from bicycle manufacturers, looking to accepting agency.

SAN DIEGO, CAL.—Tibbals & Cobb, bicycles, reported as having placed on record real estate mortgage for $275.

WASHINGTON, D. C.—Harry Jones, bicycles, will open new store corner Ninth and H streets, and will handle the Crescent, manufactured by the Western Wheel Works.

BINGHAMTON, N. Y.—T. M. Symonds & Co., bicycles, etc., succeeded by T. M. Symonds.

HARTFORD, CONN.—The League Cycle Co. makes a statement of its affairs, showing liabilities of $85,040.32, and assets of $24,906. The largest creditors are Billings & Spencer, of Hartford, $5,500; Manhattan Rubber Co., $3,000; Hugo Bitzam, Philadelphia, Pa., $1,120.

BUFFALO, N. Y.—Taylor & Edwards, bicycles, reported as having placed chattel mortgage on record for $100.

FAYETTEVILLE, N. C.—Huske Hardware House, hardware, etc., will take up bicycles. Correspondence invited with manufacturers of bicycles and bicycle sundries.

EAST HAMPTON, CONN.—The Climax Mfg. Co. is putting on the market improved spring wire bicycle saddles, which it claims will stand more mileage and keep in better shape than other forms of saddles.

SYRACUSE, N. Y.—The Syracuse Arms Co., board of directors increased from five to seven. New board elected as follows: Geo. Timins, Alex Grant, F. S. Wicks, J. M. Colwell, F. B. Scott, Robert Croasdale, and Geo. G. Fryer.

PITTSBURG, PA.—The Carnegie Iron & Steel Co. will commence the manufacture of nickel-steel for bicycles, The secretary of the company, Mr. Lovejoy, who is an enthusiastic cycler, is reported to be much interested in the outcome of certain experiments now being made.

WASHINGTON, D. C.—The Cyclone Combination Cycle Co., new office opened at 610 F Street, G F. Smith and Paul Von Boeckman in charge.

LEXINGTON, N. C.—Redwine & Co., hardware, will take up bicycles, and invite correspondence with manufacturers of bicycles and bicycle sundries.

CAMERON, MO.—Harper & Munsell, hardware, etc., new store opened. Will add bicycles.

GASTONIA, N. C.—Long Bros., sewing machines, etc., will take up bicycles and invite correspondence with manufacturers of bicycles and bicycle sundries.

The Bidwell-Tinkham Cycle Co. have leased the famous Berkeley Athletic Club gymnasium on Forty-fourth Street near Fifth Avenue, New York, and are now operating it as a private instruction hall and practice room. The new hall will be used on certain days by the Postley Club and the other days will be devoted to instruction. There is an eighteen-lap practice track above the main floor.

Announcement is made that the firm of Willson, Eyres & Co., has recently been formed at Houston, Tex., to handle Stearns bicycles. It is claimed this is the strongest exclusive bicycle house financially in the south.

O. G. Bentley, who for the past two years has been in the employ of Kingman & Co., St. Louis, is now selling Monarchs in Missouri.



THE GILLIAM SADDLE.

A member of THE BEARINGS' staff tried the Gilliam saddle last Sunday and found it one of the easiest saddles he had ever sat on. The Gilliam Mfg. Co., of Canton, Ohio, although newcomers in the trade, are hustlers and will do an immense business this year. Their Model 18 saddle weighs but



Where Gilliam Saddles are made.

fourteen ounces, some of the features being the narrowness of the frame, the take-up in the front of the saddle, the 2½-inch plug inserted in the tubing, and the ease with which the stretch in the leather can be taken out. Another taking point is that the saddle can be placed close to the frame.

The Gilliam Mfg. Co. was established in 1864. December 1, 1888, the business was bought by S. S. Kurtz and in 1892 the Gilliam Mfg. Co. was



The Gilliam Saddle.

organized with S. S. Kurtz as president and treasurer; C. M. Crane, vice-president, and E. P. Morrow, secretary. They are today one of the largest manufacturers of patent leather specialties in the harness line in the United States. They are also the largest makers of horse boots in this country. Their capacity is immense and they are now in a position to handle the largest contracts.

HERE AND THERE.

A cycle show at Indianapolis is one of the possibilities of the month of March.

Homer Quick is in Michigan in the interests of the Outing and Lee Durham represents the Wheel in Indiana.

The Monarch Cycle Co.'s pay roll for two weeks, ending January 31, was $9,750. This looks like business in that direction.

Geo. A. Nye, of Springfield, Mass., is at present devoting his entire time to the manufacture of wood-rim washers and nipples.

The Mechanical Rubber Co., of Cleveland, lost a pair of Loop racing tires, 28x1⅜, fitted with I. C. valves, at the New York Show.

The Indiana Novelty Mfg. Co. have greatly increased their facilities, and in a short time will be able to turn out 4,000 rims per day.

C. C. Tuttle, former captain of the Zig Zag Cycle Club, Indianapolis, has taken charge of the retail department of the Hay & Willits Mfg. Co., and is now selling Outings, Ramblers, and Victors.

Dirnberger, he of the crimson rims, has closed a contract with Griffith & Semple, Louisville, Ky., for Syracuse bicycles. This firm is one of the best-known dealers in sporting goods throughout the south.

The "living picture" catalogue of the Eastern Rubber Co. is attracting considerable attention. The pictures are interesting ones and wheelmen can secure a catalogue by writing to Trenton, N. J., and mentioning THE BEARINGS.

Harry Cody, of the Marion Cycle Co., proved so successful in disposing of the output of the Marion wood rims that he has been called off the road thus early in the season. The joint is, of course, the strong point of the Marion wood rim, and has been described before in these pages. The wood is picked second-growth rock elm, and as the factory have the means of using scrap wood, the rims that are furnished to the trade are all first picks.

The pump manufactured by the Dodson Mfg. Co. is one of the cheapest large pumps on the market. It is in no way inferior to higher-priced pumps. It is seventeen inches long and ⅞ of an inch in diameter, the finish being particularly fine.

The Fairbanks Wood Rim Co. write that they have made arrangements with Geo. S. MacDonald to represent them through his traveling men. They will, however, continue their usual business from their office, 5 Applegate Street, Boston.

C. P. Warner, of Hibbard, Spencer, Bartlett & Co., is traveling on the coast. He recently secured an order from P. H. Bernays, manager of the Overman Wheel Co.'s San Francisco house, for thirty Ajax wheels for immediate shipment.

J. & H. Duckworth, of Springfield, Mass., makers of cycle chains, have doubled their facilities for '95 and have made many and greatly improved features over their last year's chain. Their plant has been enlarged and they have added double the machinery heretofore used. They have something new in a beveled side link and a hardened rivet.

Dixon lead pencils are famous in this country, so the Joseph Dixon Crucible Co., of Jersey City, N. J., needs no introduction to the cycle trade. Dixon's No. 679 cycle lubricant is a peculiarly rich and smooth graphite that is one of the best on the market. The experience of the company stands it in good stead, and Dixon's No. 679 is a very superior article.

H. W. Chapin will represent the L. C. Smith tire on the road. Mr. Chapin was sporting editor on the Syracuse *Post*, and one of the proprietors of *The Athlete*. He has resigned his position on the *Post*, and will also retire from any active part in the management of *The Athlete*, merely retaining his interest. Mr. Chapin will act as eastern traveling representative.

C. J. Connolly's second annual cycle show will be held at Rochester, N. Y., March 7, 8, and 9. The Rambler, Stearns, Warwick, Syracuse, Humber, Majestic, Queen City, Genesee, Falcon, Pierce, Crawford, and Stormer will be exhibited. As an inducement to dealers in western New York to attend Mr. Connolly offers to pay the railroad fare of the agent if he buys a bicycle at wholesale or retail.

Harry Chapman has just returned to Marshall, Mich., from a very successful trip in the east, where he placed many important agencies for the Royal. The Herald Cycle Co., of Nassau Street, are the New York, Brooklyn, and Long Island agents for the Royal. Among the other important agents are Miner & Fisk, who look after the Rochester trade; the Hobbs Hardware Co., of London, Ont., the Canadian agents; Harbison & Gathright, southern agents, and the Knight Music Co., of Denver, western agents.

The Excelsior Supply Co., of Chicago, have turned the two stores at 276-278 Wabash Avenue into one, and when the carpenters and decorators are through with their work the store will be one of the handsomest in the city. At these quarters both the jobbing and retail trade will be done. They now have a full line of the Thistles and Featherstone on the floor. At present the firm is placing a great many agencies for the Thistle.

The W. D. Gash Co., of Atlanta, Ga., will handle the L. C. Smith tire in the south. Their territory will be eight southern states, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, and Tennessee. Messrs. Gash Co. will carry a full stock of tires and separate parts. This arrangement will be of considerable advantage to users of the L. C. Smith tire in the south. The W. D. Gash Co. are also general agents for Messrs E. C. Stearns & Co. in the above mentioned territory.



The huge factory of the Eclipse Bicycle Co. at Beaver Falls, Pa.

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WHY MASSACHUSETTS LOST.

A Packed Caucus Kept Beantown from Getting Enough Votes—What Sterling Elliott Says.

BOSTON, Feb. 23.—Massachusetts' delegates to the National Assembly did not come back rejoicing as they thought they were going to. They did not come back in a body, and they did not come back to the arms of admiring constituents. On the other hand they feel that they have made a good fight, and that they have absolutely nothing to regret. They did what they thought was right at New York, and they have the assurances of many disinterested parties that on the merits of the case, and their presentation of their claims before the assembly, they won the meet. It was a packed caucus, and against that nothing can prevail, neither the eloquence of a Demosthenes nor an Elliott.

As soon as the New England delegation got there they immediately opened headquarters where they entertained all day long, and where Bob Hyde was in attendance to dispense cheer and music with equal facility. Sunday night they felt sure that the meet was going their way. A caucus of the Massachusetts delegation held Sunday night resulted in nothing at all, the negro question being the main thing discussed. It was announced then that there was every reason to suppose that Mr. Jaquish would withdraw his "white" amendment, and New England delegates sat up far into the night and labored with him till he finally agreed to do it.

Monday came and the sentiment of

The Boston Delegation Was Strong and Hopeful.

They saw no reason why the meet should not be theirs on votes which they had pledged and on votes which morally should be theirs. In this last class was Connecticut. When the progress of the morning session showed that new business would come up the first thing in the afternoon, it looked well for Boston, because they felt that if a vote could be taken then, they had a sure thing. But at Monday noon came the first rumors of disaffection. Chief Consul Newhaus, of Kentucky, told people in the lobby that his four votes would go to Asbury Park. This created some alarm in Boston's camp as Mr. Watts had said but a few moments previously that the south was solid for Boston. He was immediately informed of the rumor and said that as far as he was concerned it was without his knowledge or consent. He did not mean to imply from that that he carried the south in his vest pocket. But he did mean that his chief consul had told him but the night before that all was well and that Boston would get Kentucky's vote. Immediately after lunch Mr. Watts went to Newhaus and Newhaus admitted that he was going to throw four votes to Asbury. And after all that Massachusetts had done in persuading Mr. Jaquish to withdraw his "white," it took a long and hard argument to persuade Mr. Newhaus to throw his vote for Boston.

All that noon intermission disquieting rumors came to the ears of the Massachusetts men. But when the poor showing in the assembly was made they thought that they had a sure thing. It is a fact that some New York men at the press table, who had no interest whatever in the fight, said when the claims had been presented that Boston must be awarded the meet on the presentation. But as Mr. Elliott says, it was

"Like Giving Medicine to Dead Men."

The animus of Connolly's speech is not hard to understand. Sore at Massachusetts for not supporting Billingsley, he jumped into the breach and surprised his own delegation as much as all the rest of the assembly, and turned, perhaps, some votes. Massachusetts claims she lost by the casting of Texas' two pledged votes for Asbury, and the naturally expected votes of Connecticut, the state that always takes particular delight in knifing Massachusetts. Texas had directly pledged her votes through Mr. Hope, her chief consul, and he wrote a lengthy letter in which he laboriously went out of his way to state more than once that he was with Boston and would work for her.

But as has been said, Massachusetts does not feel in the least sore and is already planning to get up an excursion party to Asbury Park and hire a special train for the occasion. The following interview with Chief Consul Elliott will explain the situation as he looks at it:

"Yes, I feel, as all Massachusetts delegates do, rather sore at the result of the vote. I think our defeat could have been avoided."

"How could the vote have been changed?"

"Well, in a number of different ways. But if you ask me if I am sorry these methods were not adopted, I must say that personally I would rather be a 'good loser than a bad winner.' In the first place, you will remember the complete understanding which has been so much talked of in the papers. In my innocence I had supposed that such an understanding was worth something. Later, when I saw that efforts were being made in New Jersey to get the meet, as soon as I recovered from my astonishment I wrote a letter to every chief consul in the United States, thirty-seven in number. Long before the New York meeting, I had received letters from twenty-eight of these chief consuls. Twenty-five of them assured me of their complete understanding of the arrangement which had been so voluntarily entered into on the part of New Jersey, and assured me of their sympathy and their belief that

"Boston Alone was Entitled to the Meet.

Here, again, my innocence led me astray, and I supposed that we were all right. Several of these letters were extremely voluminous, and assurances were given me of the most hearty support and co-operation. Although the New Jersey people were making what the newspapers were pleased to term 'a fight' I still believed that the assembly would consider our case on its merits and give Boston the meet. In the arguments for New Jersey nothing was said which would have convinced any disinterested man.

"Leaving my own argument for Massachusetts out of the question, except to say that it was generally considered to be fair and reasonable, I believe, the statement which was made by Judge Watts in regard to the agreement at Louisville, and which was undisputed by a single word from the New Jersey people, would certainly have convinced any body of impartial men that Massachusetts was entitled to the meet.

"In the experience which I have had in League legislation I have always depended upon arguments and reasons which were given upon the floor of the assembly, but I know now that regarding the meet question, the minds of the members were made up before any argument was made.

"I have no desire to criticise anybody, or to blame those New Jersey people who were entirely innocent of last year's arrangement for doing what they did to gain the meet. The matter is now settled. There is only one question that we have got a right to follow up, and that is what is best for the L. A. W.

"My opinion is that decidedly the best thing is to put our experience where we can remember it, say nothing further, and help New Jersey in every way we can to make a success of their meet. And I wish to give notice now that I would like very much to get together enough people from Boston and vicinity

"To Fill a Special Excursion Train

and go in good shape at greatly reduced rates to the Asbury Park meet. As I stated on the floor of the assembly, it is a delightful place, and I have always enjoyed my visits there. I feel sure that the meet will be well handled, and feel that it is our duty to take our defeat philosophically, and proceed at once to see what useful thing we can do to benefit the organization.

"Perhaps this would be a good time for me to say that I want to appoint a committee of not less than 200 League members in this state, get them together at a banquet, and lay out a plan of campaign for obtaining new members, which may now be obtained at any season of the year to equal advantage. I shall introduce a resolution into our next board meeting, asking for an appropriation of money to be divided into prizes to the five members of this committee who shall obtain, within a given time, the largest number of new members. So far as I am concerned I have nothing further to say about the national meet of '95 except that I will do everything in my power to make it a success."

It is interesting to note in connection with the statement made by Mr. Elliott, that he has always depended on arguments and reasons presented to the assembly; that out of seventeen amendments presented by him, ten were carried, but three lost, and the other four withdrawn for action at the adjourned meeting March 6.

JACK FROST IS KING.

Poor Old England in the Icy Grasp of Winter—Cyclists Shine in Skating Contests.

LONDON, Feb. 16.—Since I last wrote the frost has held England with unrelenting grip. At Braemar, Scotland, 53 degrees of frost have been registered, or 21 degrees below zero. There is no indication of a change and the ice on the London waters measures from seven to ten inches in thickness. Cyclists continue to figure prominently in competition on skates. Early this week the National Skating Association held a race for amateurs on the River Cam. The course was from Bottisham Lock to Ely and back —thirty-six miles. Two cyclists, A. E. Tebbitt and H. A. Palmer, dead-heated for first place. Their time was 2:01:11. At the Welsh Harp, Hendon, A. A. Chase won a silver medal for skating a mile in 3:34. The inhabitants of that favorite resort of North Road men, Hitchin, are having a bad time during the frost. The gas mains are frozen and the town is in darkness by night. Two pails of water a day are doled out to the householders by the local water company, the usual service being entirely suspended. The Lincolnshire cyclists are reveling in the fine skating their district affords.

Today the much condemned early long-distance race came off on the Putney track. which wore a cold, bleak aspect. Although the brightest sunshine prevailed, the thermometer stood below freezing point and

An Icy Easterly Wind Swept the Cement Slopes.

Owing to trouble over licenses, which some riders failed to secure in time, eighteen only started out of an entry of twenty-six. The start took place at 11:20 a. m., a triplet crew, composed of T. Litchfield, Turner, and F. Black, leading the way. This combination gave up before the finish. In the first hour the leaders of the triplet had covered 21 miles 670 yards. At the finish the scores stood as follows: W. J. Jones and J. E. Ridout (tandem) 120 miles; W. C. Watson and N. F. Willatt (tandem), 116 miles; H. Dubbin (safety), 109 miles; T. S. Ludford (safety), 103 miles; R. Morphew and H. Mason (tandem), 94 miles.

W. C. Watson, the honorary secretary of the Southern C. C.—which promoted the contest—and N. F. Willatt, never stopped from start to finish. Their tandem was fitted with the spring chain wheel, but the pace of the Polytechnic pair, who won, proved too much for them. Willatt is a veteran rider who has never raced before. The winning pair will receive a certificate for their performance, but the others were all outside the standard fixed for even this modest award. Coleman, Dring, and Swindley were all engaged in timing. So high was the wind at times that the riders were slowed to six miles an hour. Those who finished displayed great pluck, bearing in mind the weather conditions.

C. P. Sisley, of the *Cycle*, is about to issue a new monthly illustrated magazine for lady riders exclusively. It will appear on March 1, its price being 6 cents, and Sisley promises that its contents and get-up shall be of a high-class character. Its title will be *The Lady Cyclist.*

The Mowbray House Cycling Association has just issued a little pamphlet dealing with the "Past, Present, and Future" of the association. It opens with an autograph portrait of Lady Henry Somerset, president of the M. H. C. A., and contains all details concerning co-operative cycles, learners' machines, the 1895 fixtures of the association, together with hints to learners and other interesting matter. The association now boasts of over ninety members.

Cold Weather Prevails.

LONDON, Feb. 9.—During the past week we have experienced in London the severest weather remembered for many years. During the middle of the day, in bright sunlight, the thermometer has remained below freezing point, and the minimum temperature at night has several times fallen to 10 or 15 degrees below freezing. In some parts of the provinces much lower readings have been recorded. Near Market Harborough 44 degrees of frost prevailed on Thursday night. Skaters are enjoying splendid sport, and many interesting contests have been held in the Fen district and at Hendon, but for riding the cold is a trifle too severe. Racing cyclists who skate frequently make a creditable display in competition. This week the amateur skating championship was won by A. E. Tebbitt, of Cambridge, a well-known Notts cyclist. Tebbitt also won the quarter-mile skating championship at Hendon. H. A. Palmer, a Kettering rider, has been winning several prizes on skates.

On Wednesday evening the Stanley Cycle Club held a successful ball at the Athenæum, Camden road. About eighty were present, and a well-selected programme of dances was got through, to the admirable strain of Dan Godfrey's band, between 9 p. m. and 3 a. m. At supper, S. Kauffmann took the chair, and the health of the ladies was drank with enthusiasm. During the evening the "Derby Winner" valse proved a novel feature. As in the Drury Lane drama of that name, a sheet was suspended in the center of the floor near the orchestra. On one side were ranged the ladies and on the other the men. The former put up their hands over the top of the sheet and were claimed as partners at random, their identity being disclosed when they had been led down to the end of the separating cloth.

The Lady Cyclists' Association recently applied to the union, to the London Center of which the L. C. A. is affiliated, respecting the refusal of a Surrey hotelkeeper to admit to his public dining-room

A Lady Cyclist Attired in Rational Dress.

The L. C. A. desired the union to oppose the renewal of the hotelkeeper's license at the county Brewster Sessions, but after considering the legal aspect of the matter the union declined to take the action suggested, it being considered that the hotelkeeper was legally within his right in offering to serve the lady in a room other than the public dining-room.

Jerome K. Jerome has been imposed upon by some one, to judge from an article on makers' amateurs which appears in this week's *To-Day*. A cycle agent has been telling him that he had a pneumatic tire which he wished to have exploited with the view to a record being made upon it. He accordingly approached a well-known "amateur" and asked him if he could make a record on it. "Easily," said the pure one. "How much?" said the agent. The amateur winked. "Will $2,500 be enough?" inquired the agent. "It will have to be nearer $5,000," was the amateur's answer.

The London County C. and A. C. have added two new features to their 1895 programme, viz, "The Century Cup," a 100-mile safety race, to be ridden on June 29, and a six-hour race on September 28. Duplicate challenge trophies, prizes, medals, and certificates will be given. The third annual banquet of the club is fixed for March 2 at the Hotel Metropole.

C. W. HARTUNG.

MINNESOTA GETS AN APPROPRIATION.

MINNEAPOLIS, MINN., Feb. 28.—The agitation by the wheelmen for good roads has begun to bear fruit, at least in this state. A bill has been passed by the legislature transferring the sum of $25,000 to a fund for the improvement of roads throughout the state and the money is now available. While it may be true that the sum named will not go far when distributed over so large a state as this, yet it will make a very handsome beginning and will doubtless be followed by further appropriations when its results are once tested, and the farmers have a chance to see how superior a well constructed road is to one over which it is hardly possible to draw an empty wagon. If a combination could be effected between the farmers and the wheelmen—the two classes most interested in good roads—it would be one that would be invincible and that could obtain, in the way of legislation, almost anything that was asked for.

The Wheelmen of the Twin Cities

are agitating the question of another organization, to be known as the Twin City Century Club. While no definite steps toward organization have been taken as yet, there is little doubt that a meeting will be held in the near future and a club formation perfected. The best riders in the cities are enthusiastic on the subject, and a number of them have expressed themselves as being in favor of entering the competition for the banner given by the Century Road Club for the largest number of centuries. The rules that will govern the club will be those of the Century Road Club of America, so that members who choose to do so can join the latter organization, and every precaution will be taken to insure the accuracy of every record made, and to keep out impostors. The course from this city to Northfield was improved considerably last year, and it will be made still better this season, so it will probably continue to be the one that will be used most by aspirants for long distance records.

The 5,000 meter skating race between John S. Johnson and Peder Oestlund

For the World's Championship

was abandoned last week on account of the soft condition of the ice. It was to have been pulled off this morning, but the soft weather of the past few days has rendered the ice totally unfit for racing purposes and the prospects are that it will be postponed indefinitely. Johnson has offered to skate the race on the ice at Lake Harriet, which is still in good condition, and in event of Oestlund's refusal will claim the championship.

A. A. Hansen, the long-distance rider, is getting himself ready for a hard summer's work which he and his friends expect to result in putting him at the head of all the long-distance men. "I have dropped everything," said he to THE BEARINGS' representative, "and shall begin training at once. I expect to go for the world's 24-hour record and shall endeavor to obtain the sanction of the Racing Board to go against all intermediate records. If everything goes well I think I can take some of them. There will be plenty of tandems in the city this season and I can have all the pace I want. My ambition is to

Ride More Miles in Twenty-Four Hours

on the dirt track at Riverside than any man has yet ridded on a cement track and I think I can do so. At any rate there's going to be a run for it when the time comes." In the way of training Hansen proposes to ride at least 100 centuries this season. "I like to get up early, say about 3 a. m., go out and ride a century and get back to the store ready for business by 10 " he said. "It puts you in splendid shape for work and you feel just like doing something when you get back."

The Minneapolis Cycle Club is devoting the winter months to social functions, all of which have proved to be very interesting and pleasant. The club contains a large number of ladies, has spacious and well-appointed rooms, and is in a flourishing condition. The latest venture was a masquerade ball which was largely attended and proved very entertaining. Another ball will be held soon at which all the members will wear cycling costumes.

Through a mistake a wrong cut was run in the advertisement of the Dodson Mfg. Co. The error will be corrected next week.

WILL BOOM CYCLING.

Plans Being Formed by the Wisconsin Division Racing Board to Make the Sport Popular—Good Roads News.

MILWAUKEE, WIS., Feb. 26.—The racing board of the Wisconsin Division is making extensive preparations for the coming season when it will make special efforts to boom cycling in the smaller towns. Prior to last year the sport was unknown in smaller cities in this state, but at that time Irwin Strauss, of Ripon, chairman of the state racing board, who has again been appointed this year, conceived the idea of forming a state circuit of all the larger places outside of Milwaukee. The circuit proved to be a great success and many new riders were brought out. This year still further improvements are contemplated. It is not improbable that two such circuits will be formed. Mr. Strauss has consulted with the other members of the committee for some time, but no decision has been reached and it is now proposed to lay the matter before the racing men of the state and ask them to express their opinions on the matter. Race meet promoters will also be asked. The question will be put in this way:

1. Do you prefer a spring circuit?
2. Do you prefer a fall circuit?
3. Or both a spring and fall circuit?

Racing men will no doubt favor holding two circuits, but it is doubtful if promoters will agree with them in this respect because it might be overdoing matters in small towns. But the suggestion is a good one and no harm can come from considering it.

Another change that the chairman of the racing board is contemplating with the view of covering the state with more proficiency is the dividing it into six sections, each of which will be under the supervision of a member of the board. There are various grounds for making this change.

It will be of more convenience for persons interested to communicate with members living in their part of the state than with the chairman who resides many miles away, and is perhaps a total stranger. Again, if each member has the responsibility of being accountable for the prosperity of his section more interest will be taken in his work than if the board, as a whole, acted over his territory. Of course the entire board will have jurisdiction over the entire state, but at the same time the work of the board will be more evenly divided, and any member shirking his duties will soon be found out.

Then there is another good move being planned. Chairman Strauss has noticed that it is hard work for race promoters to reach all the leading racing men in the state. While their names are nearly all known, delay is often caused because their address is not accurately to be had. Therefore, he has decided to compile a list of all racing men and their addresses, and keep them on file in his office for the benefit of race promoters. The latter can then send their entry blanks to them, and both promoter and racing man will be greatly benefited by it.

Irwin Strauss writes from Ripon that there is a possibility that Ripon will entertain Class B riders this year. He says that the little town has a reputation to maintain which it has acquired by holding nothing but first-class meets and that therefore it is doubtful if it will hold any Class A races this year because it feels that they could not come up to the standard of the state events that have been held there during the past two years. If the Class B races are arranged it is the intention to

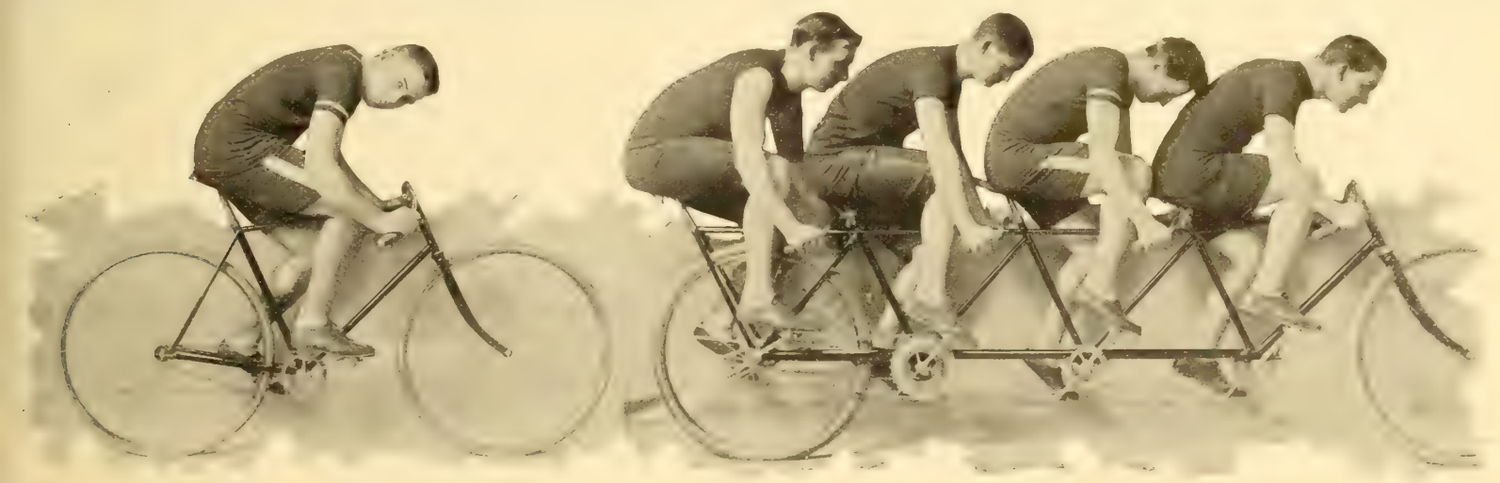
Give the Boys an Outing on Green Lake.

A number of wheelmen residing in Ripon and vicinity will have a clubhouse this year which for location and scenery can not be excelled in the country. Last year an idea was conceived to form a stock company and build a house on Green Lake which is one of the prettiest watering places in the country. It is noted in the northwest as a summer resort, and will be a model place for wheelmen to spend their summer vacation. Most of the stock has already been subscribed, and the house will be built as soon as the weather permits. The members of the company intend to entertain their friends on the lake during the coming summer.

At a joint meeting of the committees of the senate and the assembly on roads and bridges tomorrow, the committee on legislation of the Wisconsin League for Good Roads will appear before them and urge the passage of the Youman bill now pending before the legislature. The bill was recently introduced in the senate and provides for the building of good roads. It specifies that on petition of property holders adjoining whose land the road is to be built the county board shall authorize the building of highways under the supervision of an engineer appointed by the board. One-third of the costs of the roads shall be paid by the property holders and the remainder by the county board. Under this system no additional taxes will be forced on the property holders without the consent of those interested and it is thought that this will be a good system for securing the support of the farmers to

The Movement for Better Roads.

The members of the committee, who will appear before the legislature are W. H. Rogers and Lucius Fairchild, of Madison; ex-Gov. W. D. Hoard, of Fort Atkinson; T. M. Blackstock, of Sheboygan; August Richter, Jr., of Milwaukee, and J. M. Olin, of Madison, who has just been appointed an additional member to the legislative committee of the League. The movement for better roads is still growing. Early next month a meeting of Racine business men will be held for the purpose of organizing a league for better roads there. It is the intention of the League officers of the state to be present and assist in booming the movement. Up in West Superior, where such a thing as a good road is unknown, especially in the spring, the chamber of commerce is becoming interested in the movement. F. Winsor and W. H. Webb are the leading spirits in the agitation and will probably ask for a special meeting of the chamber of commerce for the purpose of taking action. Secretary Otto Dorner, of the League, has hit on a new scheme for arousing interest in the move. He has contracted for the printing of a pamphlet in which are published the clippings of various comments that have been made on the League since it was formed. Leading newspaper editorials and interviews with prominent men are to be embodied in the papers, which will be distributed throughout the state.



Delmas, Smith, Jones, and Davis pacing W. J. Edwards, the Californian.

To say that the election of A. Cressy Morrison to second vice-president was a surprise in Wisconsin is putting it very mild. As was stated in THE BEARINGS in the issue before the assembly met, Mr. Morrison was not looking for the office. It was his friend who urged him for the place and finally he consented to accept if the delegates saw fit to elect him. When Irwin Strauss proposed his name he was not positive by any means that he was nominating the winner, because his candidate's name had only been brought before the public several days ago when THE BEARINGS announced the candidacy. Under such conditions the victory of Morrison and the representation of the Wisconsin Division in the League is all the sweeter. Mr. Morrison, who is at present the chief consul of this state, which office he has held for several terms, is a worker such as are needed in the League. In the northwest his ability is too well known to need mention.

SPRINGFIELD IS SORRY.

SPRINGFIELD, MASS., Feb. 25.—This city shares in Boston's disappointment because the national meet goes to Asbury Park this year. All Massachusetts would have been pleased to have seen it in Boston. Partly from the benefit the cycling interests of the state would have derived, but more because it seems to belong to Boston this year. But the assembled wisdom of the delegates and a few broken pledges sufficed to carry it to Asbury.

The weather is too cold and the snow is still too deep to hear much about cycling; still the dealers are daily besieged for prices and the outlook for trade constantly improves. There is little question about the practical value of the wheel being now thoroughly understood and more and more workingmen and people of moderate means and salaries are purchasing more and more of them. The consequence is a constantly increasing patronage. The buying public finds much difficulty this year in picking out the best, but there are a number so good that it is almost impossible to get cheated. The question almost narrows down to one of personal preference.

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GEO. K. BARRETT, EDITOR.

THE NEGRO QUESTION.

It now looks as if the color line had been drawn for good by the League of American Wheelmen, and that we will not be troubled by our colored brother in the future. The fact that the Jaquish amendment was withdrawn at New York seems to settle the matter for good. Mr. Jaquish, upon his return to Chicago, said that before the assembly convened he had quietly made a canvass and found that a majority of the delegates were opposed to the negro, and that it would be folly to attempt to force the passage of the amendment.

The announcement of the withdrawal of the amendment must have been good news to the southerners. They had come to New York prepared to make a bitter fight on the question, and had made their plans accordingly. They do not want the negro in the League, and when one investigates their reasons he does not blame them in the least. The northern negro may be all right as a League member, but his southern brother is a most undesirable article. The colored man of the north is generally fairly well educated; he is industrious, and knows enough to attend to his own business. Unfortunately we can not say as much for the southern colored man. He is generally lazy and shiftless; he is dirty and uneducated, and is not a fit associate for a white man. The white man from the south can not be blamed for not wanting to mix with such creatures. What man would care to go to a League entertainment with his wife, mother, or sweetheart and see a negro, fully attired in bloomers, walking around as if he owned the earth. The white man would be subjected to no end of ridicule from his neighbor who does not ride a wheel. Ridicule affects every man, no matter how thick skinned he is, and if he had to take very much of it on account of the negro he would soon resign his League membership.

It is a good thing that the League gates have been lowered to the negro. He is not wanted, and the sooner he realizes this fact the better it will be for him.

DO RACING TEAMS PAY?

This is the question that the manufacturer is asking himself these days. He wants to be in the swim and have the papers announce that "McScorcher, of the Speedy team, defeated Sanger in the mile open." It is sweet music to his ears. But if he stops to figure the cost of such an announcement he will find that he could run a page "ad" in every cycle paper in the country with the money that he spends on a racing team. Good things come high but your manufacturer must have them. Racing teams may be good things to boom a wheel, but the money spent in this manner might be put to a better use in advertising in the papers. There are so many teams in the field this year that the fame the maker will get from his team's winnings will not amount to much. At least one big firm has come to this conclusion.

After running expensive teams for two years and spending a small fortune on them, the Gormully & Jeffery Mfg. Co. has decided that a racing team is an expensive luxury and has come out with an announcement that in 1895 the Rambler team will be missing from the circuit. Its reasons for abandoning its team are good ones. Mr. Gormully says that since bicycle racing under Class B rules has become a strictly business occupation and the world knows that the riders of the various makes of wheels do not use that particular make upon which they race on the score of any real or fancied merit of which these wheels can boast, this method of advertising has been overworked and falls flat, to a certain extent, with the general public. "It is ridiculous to expect an intelligent public to believe a statement, which any bicycle manufacturer may make, to the effect that Mr. 'So and So,' the great racing man, will ride this, that, or the other wheel in all his races, 'because he has concluded that it is the fastest and best wheel made,' or words to that effect," says Mr. Gormully. "Suggest an increased salary and Mr. 'So and So' can 'discover' a 'faster' wheel."

Mr. Gormully reasons wisely. The public is beginning to recognize the fact that the men do not ride certain wheels from choice, but because they are paid to do so. Most of the big makers keep teams just to be "in the swim" and because others do. The small makers are really responsible for the maintenance of these luxuries. They are spending money in this manner that might be better used in newspaper advertising. When will they recognize the fact that the milk has all been drained from the cocoanut?

TANDEMS.

This is going to be a great tandem year and the double machine will be a decided favorite if signs count for anything. Orders are pouring in on the manufacturers so fast that it is extremely doubtful if the makers can supply the demand. One firm is said to have orders for 300 tandems, while others have nearly as many. It would seem to us that it would pay some manufacturer to make tandems and nothing else; the demand at present is so great that he would be pushed to his fullest capacity to fill orders. No one knows exactly what made the double machine so popular this year. In 1894 there were but a few of them made and these were purchased by those who could afford the luxuries of cycling. The use of these machines in pacing the record-breakers first attracted attention to them. Then the manufacturers very sensibly reduced the price from $225, $250, and $300 to $150, a price within the reach of all. This, probably, is the true reason that tandems have become the rage this year.

The double machine has a great future in store for it. Our friends across the water recognized this fact a couple of years ago and now tandems are nearly as numerous in England and France as the single machine. There is a fascination about tandem riding that is hard to explain. One has always somebody with him to talk to, and the speed that can be gotten out of the machine is practically limitless. Great distances can be covered in almost no time. In the old days, when a tandem was thought to be light when it weighed seventy-five pounds, it took all the pleasure out of riding the big machine; but now that the weights have been reduced to thirty-five and thirty-eight pounds it is easier to ride a tandem than a single. Another telling point is the fact that you can take a person who has never been on a wheel before and can teach her (for it is generally one of the gentler sex who is the pupil) the art of cycling in a minute or two.

Tandems ought to be very popular as road racing machines. Last October the Chicago Cycling Club had three tandem teams in its road race and this fact alone brought out 5,000 people to witness the race. The time made was phenomenal, a tandem team winning the race after being paced 30 seconds back of scratch, riding the ten miles in 24:02. The C. C. C. was the first club in America to start tandems in road races and its example was followed by several other clubs last fall. A good many of the delegates to the Associated Cycling Clubs of Chicago favor allowing tandems in the great Chicago road race on Decoration Day. If this is done it will attract widespread attention in all parts of the country and practically make the tandem the favorite mount in road races. Better time will be made, the scratch men will have a chance to win the race, while the spectators will be given a rare treat.

We favor the idea and think that the A. C. C. can not make a wiser move.

Mr. Crowther's Story.

EDITOR THE BEARINGS: In THE BEARINGS' report of the National Assembly in your last week's issue, you say: "Van Sicklen had sold a prize in 1889 and was professionalized. By a unanimous vote the constitution was suspended and Van Sicklen was whitewashed. Later on Crowther stated that Van Sicklen had raced for cash prizes in 1893, and was therefore exempt from reinstatement. An argument followed and upon the second vote the reinstatement was reversed."

Permit me to say that while I attended the meeting in the afternoon at which the reinstatement question was brought up and Mr. Van Sicklen reinstated under a suspension of the rules (which suspension I opposed on the ground that it was illegal, a fact afterward proven to be a fact), I was not present later in the session when the action of the assembly was reconsidered, having left for Philadelphia at 5 o'clock, and did not therefore (very naturally) make the statement attributed to me in your report.

Very truly yours, H. CROWTHER.

'FRISCO'S TRACK UNSAFE.

Racing Men Have Many Falls at the Five Days' Tournament—Falcon and Rambler Teams Refuse to Ride Again.

SAN FRANCISCO, CAL., Feb. 18.—The bicycle show and five days' racing tournament opened at the Mechanics' Pavilion tonight with an attendance of fully 4,000 and before the races commenced the show looked as if it would be a great success; but as soon as the men got on the track, so soon did the eye of the show commence to darken, and before the evening's sport was finished it had received the blackest kind of a black eye.



OTTO ZIEGLER.

The opening night of the tournament was noticeable for the numerous spills the riders received and the number of wheels broken in attempts to pass men on the high banks of the nine-lap track. The track proved to be too narrow for four men to ride abreast, and to pass a man at a fast clip was almost an impossibility; nearly all the accidents were caused in this manner, though not a few were brought about by the men not being able to hold the short, sharp curves of the track.

The best men on the track did not escape the carnage; Ziegler was thrown, Harbottle met the same fate; Coulter, Wells, Cushing, Nissen, Jones, and several less important lights also came in contact with the hard wood surface. In fact, no one was safe and a man took his life in his hands by starting in a race. The track is as fast as a nine-lap track could well be and records could easily be broken upon it if the riders rode singly and unpaced. Charley Wells rode two laps on Sunday in 30 seconds, Oscar Osen did likewise, and a Class A man rode two laps in 29 seconds, but to ride at this gait with two or three others in close proximity is an impossibility.

Emil Ulbricht, of Los Angeles, probably rode on the track better than any one else; the track seemed to be made for him, so well could he hold the turns. Fritz Lacey, also of Los Angeles, saved himself from a bad fall by catching hold of the railing that surrounds the turns, and by catching his wheel between his feet and drawing it up the bank out of the way he saved others from falling.

The Bicycle Exhibits are not Complete

yet, but will be by Wednesday and readers of THE BEARINGS will be given a full description of the many different stands in due time. A short account of the first night's bicycle racing follows:

The novice race was run off in five heats and the final brought out Frank Fuller, George Fuller, Fred Day, Vic Benson, and E. W. Decker. The riders started off as if they had only one lap to go, but they soon spread out with Decker in the lead and riding strong, with Fred Day close up, and George Fuller about fifteen feet behind. The same positions were maintained for seven laps, when Decker commenced to sprint leaving his opponents strewn all around the track. Day commenced to pick up near the end, but could not overcome Decker's lead. Decker was first, Day second, and George Fuller third. Time, 2:30⅕.

The next feature on the programme was a one-mile invitation for Class B riders. The best men in this class were invited to compete for a $125 diamond, a Columbia bicycle, and a suit of clothes. The first heat brought out Edwards, Harbottle, Haley, and Tony Delmas. Edwards immediately cut out a hot pace, followed closely by Harbottle. On rounding the last turn in the fifth lap Harbottle got a very bad fall, and Tony Delmas, who was following him, had to slow up, which left the result of the heat in the hands of Edwards and Haley. Edwards won by a foot in 2:34.

In the second heat Wells took the lead, with Coulter close up, and pushing Wells for the pole, but Wells was reluctant to surrender his position, and a hot fight resulted. It came to an end when in rounding the turn Coulter's wheel struck Wells' front wheel, upsetting the "boy wonder" and Cushing, who was riding easily and looked almost a sure winner. Coulter finished alone in 2:37.

Foster, Ulbricht, Smith, and Bob Terrill started in the third heat which

Resulted in a Dead Heat for First

between Foster and Ulbricht in the fast time of 2:28, with Terrill second.

The fourth heat brought out the "Little Demon," Oscar Osen, and Fritz Lacey. The latter was thrown on the second lap, leaving Osen and Ziegler to fight it out. Osen immediately took the lead which he held for seven laps, when Ziegler passed him, cutting Osen out and making the only foul he was ever accused of or probably ever committed. Ziegler won in 2:24. The judges decided that the foul was unintentional, and Ziegler and Osen were allowed in the final.

The starters in the final were Coulter, Ziegler, Foster, Ulbricht, and Osen. Ulbricht's tire gave out on the first lap. Ziegler was unintentionally fouled by Foster, and Coulter also fell, leaving Osen and Foster to fight it out, and fight they did, but Osen had the strongest finish and won in 2:26; Foster second. When Ulbricht's tire gave out and Coulter and Ziegler fell, a third prize was being left on the hands of the management, but some bright head started Ulbricht off again so that he could get the overcoat which was offered for third place. He rode by himself, but did a good fast mile.

The last race of the evening was the ten-mile club race for Class A men. One man from each of the principal clubs in this part of the state was

Allowed to Compete for a Silver Cup

valued at $200, which was to be the property of the club whose man won first place in the great event.

George A. Nissen represented the Bay City Wheelmen, Allan Jones rode for the Garden City Cyclers, Joe Rose acted for the Acme Club, Ed Chapman wore the colors of the Olympic Club, S. Theisen did his best for the Californias, Frank M. Byrne rode for the newly formed Imperial Club, and E. Malgren represented the Pajaro Valley Wheelmen.

There were so many men on the narrow track that the spectators looked for a tangle of wheels and legs on the start, but in this they were disappointed. The men started off as if they were going for a mile against time. Nissen had the pole and was riding easily when Rose, of the Acmes, fouled him and let him down hard right in the middle of the turn; Jones went down with him. Both Nissen and Jones secured new wheels and started off after the others who were two laps in the lead, but Jones fell again and dropped out of the race. Nissen had gained one lap on the bunch and was in a fair way to make up the other when his saddle broke. By this time all but three men—Chapman, Rose, and Byrne—had dropped out. Byrne had the pole and about every two laps Rose would do his best to take it from him, but Byrne was equal to the occasion and kept his position throughout the great race. Rose did everything in his power to win, but Byrne proved to have the best head and passed over the tape after ninety laps in the wonderful time of 27:33⅕.

There were so many accidents that the managers of the Rambler and Falcon teams decided that their men should not ride again during the tournament.

SECOND DAY.

SAN FRANCISCO, CAL., Feb. 19.—The word slaughterhouse is not an elegant word by any means, but it describes the nine-lap track at the pavilion to a nicety. Hardly any other word can convey an idea of the track on which the Bicycle Tournament Association of San Francisco is conducting its indoor tournament, and on which it expects the racing men of this and surrounding cities to risk their lives, so that the bank account of the association will be swelled. True, the management has put up good prizes for the ambitious racers, but it is likely that very few men will ride during the remainder of the show.

Falls tonight were more numerous than last night and were of a more painful nature, especially in the case of Frank Fuller, of the Olympic Club Wheelmen, who sustained such injuries that for a time it looked as if he had ridden his last race; but under the skillful treatment of his physicians he was brought around all right and unless some internal injury shows itself he will be up and about in a couple of weeks.

Last night the attendance was about 4,000, but tonight 1,000 would be a liberal estimate. The number of falls of last night and the refusal of the best men of the Falcon and Rambler teams to compete had its effect on the race-going public, and so the box-office receipts suffered severely. The track was very slippery tonight and the best riders could not hold the turns.

It was in the third heat of the half-mile Class A handicap that Fuller met with his accident. He was coming around the turn at top speed and endeavoring to pass two men when he struck the incline at the end of the turn (which is very abrupt) and lost control of his wheel. He struck a post headforemost, breaking it from its fastenings, so great was the force with which he hit the obstruction. He was picked up in an unconscious condition and carried to his dressing room where he was attended by his trainer; but the case was so urgent that he was

Removed to the Receiving Hospital

across the street for care and treatment.

The advisory committee held a meeting after the races were over and it was decided to bank the track higher and to pad the fence which runs around the outside of the track. There were three races tonight, a quarter-mile Class B, a half-mile Class A handicap, and a two-mile Class B handicap. The handicap races proved conclusively that the scratch men had very little show of winning on such a track, especially in Class A. In Class B there were very few starters and of course the scratch man had more show to overtake the limit men. Oscar Osen and Emil Ulbricht were the star riders of the evening.

The final of the quarter-mile dash brought out Wells, Terrill, Ulbricht. Ulbricht immediately took the lead, with Terrill and Wells following in the order named. Wells made no effort whatever to pass the leaders, being seemingly content with third place. Wells had been the cause of three accidents in the two nights and rather than cause another he decided not to try to pass any one. Ulbricht's time was 35 seconds.

Evening Races.

The first event on tonight's programme was the half-mile Class A handicap. Jones, Nissen, and Byrne were the starters in the final. The race was one of the prettiest of the tourney and was won by Jones in 1:10, with Byrne second. All three men rode from scratch.

The third-mile Class B was a hummer from the crack of the pistol Foster got the pole and started off at a terrific clip with Osen following. On the last lap Terrill jumped the others and came into the stretch a

leader by ten feet, when his forks bent under him causing him to slow up and giving the race to Osen in :47⅕.

The final of the two-mile Class B handicap was by far the best race of the evening; at least it was up to the last lap, when three men fell and

A Foot Race for Second and Third Places

was indulged by Ulbricht and Terrill. Foster, Osen, and Ulbricht were scratch men, and Terrill had a handicap of sixty yards. At the firing of the pistol Ulbricht took the lead and set out at a terrific gait to overtake Terrill, who was riding furiously. It looked for a time as if the scratch men would never overtake Terrill, but at the end of the first mile Ulbricht let out another link and at the end of the fifteenth lap Terrill was riding third with Osen in the rear. Osen then made his usual steal and took the pole from Ulbricht, and was leading by ten feet when the last lap bell was rung and all were riding at a killing pace with Terrill coming up well. On the last corner Foster fell, and Ulbricht and Terrill fell over him, leaving Osen to finish alone. Both Ulbricht and Terrill grabbed their wheels and started a foot race for the tape, Terrill beating Ulbricht by about three inches. Time, 4:56. Both Terrill and Foster were pretty badly cut up. So ended the second night's butchery.

THIRD NIGHT.

SAN FRANCISCO, CAL., Feb. 20.—There was a noticeable improvement in the attendance at the bicycle tournament tonight, brought about, no doubt, by the announcement of the management that the turns would be widened, the fence surrounding the track padded and other improvements made to insure the safety of the riders. Workmen labored on the track all day and by the time the first race was started the track had been so improved that some of the men who had declined to ride any more on the track appeared in their racing clothes and started in the heats.

The racing was first class, especially the final contests, which were very interesting. The men had regained their confidence and rode around the track with the greatest ease; there was only one accident tonight and that was caused by the carelessness of the man who fell.

Neither Ziegler, Edwards, Coulter, nor Harbottle started, all fearing accidents. Harbottle appeared during the afternoon on crutches, the tendons in his legs being so badly bruised and twisted as to render walking without aid an impossibility. Frank Fuller, of the Olympic Club, who was injured last night, was not so seriously hurt as first reported, but his face was so badly cut as to require fourteen stitches of the surgeon's needle to bring the torn flesh together. He will not be able to ride for some weeks to come. Only three men were allowed in each heat tonight, and so the riders experienced little difficulty in passing one another on the steep banks.

The final of the one-third-mile, Class A, brought out George A. Nissen, Joe Rose, and Frank M. Byrne. Byrne started to cut out the pace at the crack of the pistol, and although hard pushed at times by Nissen, won first place in :48, with Nissen in second place. By his riding tonight Byrne showed that he was the best Class A man riding in the tournament; he won his heats, the semi-finals, and the finals of both Class A events.

The one-mile scratch, Class B, was a loaf up to the seventh lap when Foster made his customary sneak, and passed Terrill and Osen in fine style winning in 2:55⅖, Osen second. The last two laps were covered in about 33 seconds, and the spectators yelled themselves hoarse when Foster crossed the tape a winner.

FOURTH NIGHT.

SAN FRANCISCO, CAL., Feb. 21.—As the tournament progresses the wheelmen seem to be getting onto the curves of the track and accidents have decreased in number accordingly. The races tonight were very interesting and closely contested, and resulted as follows:

The quarter-mile dash for Class B riders was the hottest race of the evening. Emil Ulbricht, Walter Foster, and Oscar Osen were the starters. At the firing of the pistol Foster forged ahead, but did not remain in the first position long, Osen passing him and getting the pole. On the backstretch Ulbricht tried to get ahead, but Foster and Osen worked together, and shut him out. Osen won by a foot, Foster second. Time, :35.

The final heat of the two-mile Class A handicap was hotly contested from the start and at the end of the first mile the riders were bunched and for the next seven laps the men remained together. Then Decker made a spurt, followed by Menne and Conger. Menne was riding strongly and had the race well in hand when on rounding the turn his wheel slipped and he and Conger went down. This gave the race to Decker with Pickard second. Menne and Conger started out for third place on foot, Menne winning. Time, 5 minutes and ⅘ seconds.

The last event on the programme was the final of the one-mile Class B handicap and those entitled to start were Foster; Osen, scratch; Tony Delmas, 50 yards. Foster won, with Osen second in 2:25.

THE END.

SAN FRANCISCO, CAL., Feb. 22.—The bicycle tournament ended tonight. There were five nights and one afternoon of good racing, and had it not been for the great number of accidents on the first two nights, the tourney would have been a financial success; but the people who would have been frequent spectators, kept away, not wishing to see the racing men hurt.

The starters in the final of the quarter-mile dash, Class A, were Nissen, Languetin, and Jones. Languetin won in :34⅖, with Nissen second.

The final of the one-mile Class B handicap was won by Bob Terrill, who rode from the thirty-yard mark in 2:19. Oscar Osen, who rode from scratch, lowered the world's indoor competition record to 2:19⅖. Osen's time was not officially taken. Ulbricht finished in third place.

In the final of the one-mile Class A handicap the starters were Thompson, sixty yards; Day, thirty yards; Pickard, twenty-five yards, and McFarland, scratch. Thompson won in 1:09⅗, Day second.



Why dealers like the Waverley

Because it gives universal satisfaction to the riders; causes them no trouble after being sold, and each one sells others.

RICHMOND, IND., Feb. 12, 1895.

INDIANA BICYCLE CO., Indianapolis, Ind.

Gentlemen: This is very breezy weather to talk bicycles, but as I have the honor of being the first rider in this city to purchase a '95 model Waverley Scorcher, I think I am entirely justified in writing you an expression of my views regarding the wheel. I think it is the prettiest and most graceful model I have ever seen, and shows every evidence of being thoroughly high-grade. The Schneider Cycle Works, your agents here, sold thirty or forty Waverleys in Richmond last season. I was one of the riders and induced nine of my friends to buy the Waverley. We are all of the same opinion regarding your wheel, as the machines went through the entire year in better condition than any other wheel sold in the city, although most of the others sold were a good deal higher priced machines. I can count sixteen of my friends at present, who are going to buy Waverleys as soon as the season opens, and you can expect to hear from the Richmond boys quite frequently this season. A number of us are going on a tour to Illinois and will visit the factory on our way over. Wishing you success for the '95 model, I am,

Yours very truly,

W. A. HOLLY.

EASIEST TO SELL.
EASIEST TO RIDE.
EASIEST TO BUY.
EASIEST TO "PUSH ALONG."

There is still good territory where we are not satisfactorily represented. Are you open? A postal card will start the ball rolling.

Indiana Bicycle Co.,
Indianapolis, Ind., U. S. A.

HONORS WERE DIVIDED.

Maddox, Brown, and Callahan Win Everything at the City of Mexico—Levy a Big Winner at Puebla.

CITY OF MEXICO, Feb. 17.—Three pretty and exciting races were run at the tournament given here today in honor of the Sterling All America team, which has been in this city for the past sixteen days. Maddox captured the half-mile open by less than a foot from Doctor Brown and Callahan took the mile open from the doctor by even smaller space.

Callahan lost an exciting race when he failed to head off the local man in the two-mile handicap, failing by less than six inches. In the same race Harry Maddox strained himself and had to be carried from the track. Every finish was exciting, every race was closely won, and in every contest the visitors showed the 2,000 excited people true American Class B sport.

There was blood in every race; the men were out to win, and arranging for pacemakers in this country was an impossibility. Likewise to arrange with the contestants to take their share of pace seemed an impossibility. But the pacemaking was arranged and was only disarranged when there was a drop-out caused by the altitude and the hot sun.

The men had trained on the track and had acquainted themselves with all its eccentricities. In form and banking the oval is not unlike that at Cleveland, at which Doctor Brown always shows to such advantage.

There Were Few Local Competitors

today, and there are likely to be less next Sunday in the open races after the races put up by the visitors today. Over the three finishes the crowd went wild and policemen held them from a rush onto the track after each contest. The day was perfection itself, extremely warm in the sun, and the air was still for the first time in two weeks. It was an ideal northern summer scene and when one looked back a distance of 2,500 miles to the snow bound, zero-haunted north, all looked a pleasant dream and hardly a reality. It may have been the stillness of the air and the warmth that affected Maddox after the two-mile handicap, the conditions being different from those under which he has trained.

Don Senor Salvador Malo, owner of the Rancho Auzures, his large private park, where the track is located, had moved heaven and earth to complete the grand stand, lack of that necessary article having held the racing men here already for over two weeks. This grand stand, by the way, is very elaborate. The stand extends along the entire stretch of a quarter-mile track and will seat fully 10,000 people. At the top are private boxes shaded by canvas awnings. Below these are tier upon tier of seats and along the front is a grand promenade, a walk ten feet wide. The grand stand is built with supports and walls of adobe and underneath, with entrances from the back of the stand, are two dozen 8x10 foot dressing-rooms, each plastered and floored and provided with a shower bath. These rooms are to be at the disposal of the racing men, each possessing the key to his own room.

The Track is Beautifully Located,

the Rancho Auzures being but a half mile from the Castle Chapultepec and within a half hour's ride of the city by wheel. A line of fifty carriages stood at the Castle today to carry people to the grounds, a half mile away, as they alighted from the tram cars.

The race of the day, the one that aroused the greatest excitement, was the two-mile handicap. The local entries refused to start at the outset, but finally consented. Handicapper Moller kindly consented to handicap to order, and one man who had won the green, or novice, race was placed at 300 meters (a meter is thirty-nine inches and a fraction), and Castanede was given 200 meters. To these long marks the men consented, but at the last moment Flores, a fairly good local rider, came out and was hustled onto the long mark with Lecea.

Castanede soon gave out, as it was thought the limit man would do, and would have done had he been alone. As it was, the handicapping was about right, but it required the hardest kind of riding on the part of the scratch men to be in at the death. On scratch were Brown, Maddox, Callahan, and Leonert, all evenly matched. Pacemaking was arranged by the riders, but Brown and Leonert quitting at the hardest part of the race the work was left to Callahan and Maddox. Both worked faithfully and well, but at the pistol shot (in lieu of a bell) there was still a good fifty yards to gain. Flores died quick then and Lecea jumped into a sprint, Callahan going away with surprising speed, and Maddox tacking on as best he could. Callahan drew gradually ahead of Maddox, and taking the turn nicely

Swung into the Stretch Like a Cyclone,

his prey but twenty-five yards ahead, with less than four times that distance to go. Across the intervening space Cally jumped again and again, and amid the enthusiastic cheers of the people, lost his race at the tape by six inches, and was a winner three feet beyond the tape; Maddox a close third. The first mile was ridden in 2:28, the two miles in 5:06.

The first race in which the visitors appeared was the half-mile open. Leonert was the only absentee and Leonert had left one shoe of a pair at home and brought another. Leonert's feet are mates, his shoes were not, and therefore he did not ride. For the half mile Brown, Maddox, Callahan, and Nicolet were up with Brown on the pole. Callahan at once jumped for the lead and held it until the bell lap. Then away went Maddox at a tearing pace and Callahan tacked on. Brown was left in the background behind Nicolet. Brown came too and with one of his old-time sprints flew around Nicolet at the start of the banking. This necessitated a wide swing and a run from the bank into the stretch. Maddox swung fairly wide and was coming like mad, when the doctor flew down the stretch and closed with the two, Nicolet well into the bunch. For over twenty yards it was a very exciting seesaw, and across the tape Maddox had the best of it by about six inches, Brown being an equal distance ahead of Callahan, and Nicolet lapping Cally's wheel.

There was blood in that finish, and Callahan was "roasting" everybody for forcing him to do the donkey work. There was another "roast" after the mile open, this time from Maddox, who was forced to pace three laps after Leonert had taken the first. In this race Callahan jumped Maddox after refusing to pace. Maddox tacked on and Brown swung closely around the difficult bank in Callahan's rear. The four men were well bunched, Leonert in the rear and again seesawing in a game struggle. The doctor just squeezed by Maddox and was six inches back of Callahan as the tape flashed under their front wheels, Leonert shoving his front wheel into the very center. The four rushed around one banking thus before they could break and scatter. Two interesting but slimly entered. local races were run. The Cyclists Union Club appointed the officials They served well.

Summaries.

One-mile novice.—Felipe Flores, first; Edward Tregueros, second; Villico Pustino, third. Time, 2:26⅖.

Half-mile open.—Maddox, first; Brown, second; Callahan, third. Time, 1:15⅘.

One-mile junior.—Carlos Buen Obad, first; Jimenes, second. Time, 3:12⅘.

One-mile open.—Callahan, first; Brown, second; Maddox, third. Time, 2:42.

One-mile local handicap.—Jimenes, 20 meters, first; Lecea, scratch, second; Villalon, 35 meters, third. Time, 2:34⅕.

Two-mile handicap open.—Lecea, 330 yards. first; Callahan, scratch, second; Maddox, scratch, third. Time, 5:06.

LEVY WAS THE STAR.

CITY OF MEXICO, Feb. 11.—On Saturday, February 2, and Sunday, February 3, bicycle races were held at Pueblo, Mexico, in which James "Convict Stripe" Levy, of Chicago, and Louis A. Callahan, of Buffalo, bore away the main honors. The attendance for the two days aggregated over 15,000 people. Races were run on the morning and afternoon of each day, the people coming at 10 o'clock, going home at 12 o'clock for their siesta or noonday sleep, and returning at 3 o'clock again, there being $1 admission charged for each occasion. Levy and Callahan landed a large majority of first prizes. Levy captured the main prize of the meeting, a handsome pair of statuettes, presented by the city government. These have to be won three times and Levy is thinking of going to Mexico again after them. The value of the prize is $125. Callahan showed the effects of his riding.

The last race of the meet was a handicap with Cally and Levy on scratch. The people of Pueblo had an idea that here they had a lead-pipe cinch and that Luis Vasquez would win hands down from his long mark. It was six kilometers (3¾ miles). Callahan rode every mile at a 2:27 gait and rounding into the stretch had still twenty-five yards to gain. Picking his wheel fairly off the ground, the little Bison flew down the stretch and just nipped Vasquez at the tape. "Cally" was carried from the track amid the bravos of the crowd and President Colombres, of the Pueblo Athletic Club, personally congratulated the lad in these words, "A bird can not fly as you can ride."

WILL HOLD TWO SHOWS.

NEW YORK, Feb. 27.—The board of directors of the National Cycle Board of Trade met today at the Hardware Club. The press committee reported regarding the various trade papers, and it was decided to send tabulated statements to each member of the board. It was decided to hold two shows annually—one in the east and one in the west—during the month of January. The western show will be held first. Applications for show sanctions were received from Cleveland, Pittsburg, Buffalo, Chicago, Baltimore, New York, and Washington. Sentiment, however, favors Chicago and New York. The exact dates and details will be announced later by the executive committee. Several amendments to the constitution were made.

The executive committee's report shows an agreement signed by all board members and firms promising not to hold any exhibit of any kind without the board's sanction. This aims at local shows. Mr. Gormully presented a set of by-laws for local boards of trade, which was referred to the executive committee with the understanding that local boards are desirable in the cities of the country. It was decided to open permanent offices, to be located here, and employ necessary clerical assistance. The business of the board is growing so large that this move is made imperative. Earnest Franks, of this city, was elected assistant secretary, to devote his exclusive time to board business.

Jenkins' New Venture.

C. E. Jenkins, late manager for E. B. Preston & Co., has started in business for himself. He is now at the head of the Jenkins Mfg. Co., with a factory at 18 and 20 Custom House Place, Chicago. His machinery is of the latest and most improved design, and he expects to have machines for delivery in a short time. His wheel will be called the Napoleon. A BEARINGS man was shown a model this week. The lines are symmetrical and the wheel has "speed" written all over it. The weights will be light, while the tread will be extremely narrow. Mr. Jenkins' experience in the bicycle business has taught him how to make wheels and the Napoleon ought to be a winner.

"Paddy" McDonald, a prominent Irish racing man, has sailed for America. He expects to do quite a little racing while here.

157 RECORDS, all on PALMERS!

Class B—Paced, Standing.

No.	Miles.	Time.	Name.	Place.	Date.
1	6	13:46	F. J. Titus,	Springfield,	Sept. 13, 1894
2	7	15:57	"	"	"
3	8	18:15 3/5	"	"	"
4	9	20:27 2/5	"	"	"
5	10	22:45	"	"	"
6	11	24:59	"	"	"
7	12	27:18	"	"	"
8	13	29:33 1/5	"	"	"
9	14	31:50 4/5	"	"	"
10	15	34:10 3/5	"	"	"
11	16	36:19	"	"	"
12	17	38:31	"	"	"
13	18	40:43 2/5	"	"	"
14	19	42:56 2/5	"	"	"
15	20	45:08 3/5	"	"	"
16	21	47:21	"	"	"
17	22	49:26 3/5	"	"	"
18	23	51:38	"	"	"
19	24	53:54	"	"	"
20	25	56:04	"	"	"
21	26	58:15	"	"	"

Class B—Unpaced, Flying.

No.	Miles.	Time.	Name.	Place.	Date.
22	1-4	:25	Cabanne,	Decatur,	Oct. 28, 1894
23	2-3	1:24	Sanger,	Waltham,	July 17, 1894
24	1	2:07 1/5	Sanger,	Springfield.	Sept. 12, 1894

Class B—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
25	1-4	:28 3/5	Brown,	Decatur,	Oct. 13, 1894
26	1	2:08 1/5	Sanger (Hand),	Springfield, Sept.,	1893
27	4	9:47 1/5	Titus,	Lafayette, July 30,	1894
28	5	12:19 1/5	"	Denver, Aug. 17,	1894
29	6	15:31 1/5	"	Cleveland, July 21,	1894
30	7	18:02	"	"	"
31	9	23:10 3/5	"	"	"
32	10	25:45	Sanger,	"	"

Class B—Tandem, Unpaced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
33	1-4	:24 1/5	Rigby & Johnson.	Decatur, Oct. 31,	1894
34	1-3	:32 4/5	Bernhardt & Goetz,	Decatur, Oct. 26,	1894
35	2-3	1:15 4/5	Titus & Cabanne,	Denver, Aug. 17,	1894
36	3-4	1:36	"	"	"
37	1	1:56 4/5	"	"	"

Class B—Tandem, Paced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
38	1-4	:23	Rigby & Johnson,	Decatur, Oct. 28,	1894
39	1-3	:31 3/5	Bernhardt & Goetz,	Decatur, Oct. 30,	1894
40	2-3	1:12	Callahan brothers,	Waltham, Sept. 21,	1894
41	1	1:52 4/5	Titus & Cabanne,	Minn'p'lis Aug. 10,	1894

Class A—Paced, Standing.

No.	Miles.	Time.	Name.	Place.	Date.
42	1-2	:59	Porter,	Waltham,	Oct. 20, 1894
43	2-3	1:18 2/5	"	"	Nov. 2, 1894
44	3-4	1:28 3/5	"	"	"
45	1	1:58 1/5	"	"	"
46	6	13:43	Meintjes,	Springfield,	Sept. 14, 1893
47	7	16:05 4/5	"	"	"
48	8	18:26 1/5	"	"	"
49	9	20:46 3/5	"	"	"
50	10	23:04 3/5	"	"	"
51	11	25:26	"	"	"
52	12	27:43 2/5	"	"	"
53	13	30:03 1/5	"	"	"
54	14	32:19	"	"	"
55	15	34:37	"	"	"
56	16	36:54	"	"	"
57	17	39:11	"	"	"
58	18	41:31 1/5	"	"	"
59	19	43:50 1/5	"	"	"
60	20	46:07	"	"	"
61	21	48:27	"	"	"
62	22	50:46 2/5	"	"	"
63	23	53:04 1/5	"	"	"
64	24	55:22 2/5	"	"	"
65	25	57:40 3/5	"	"	"
66	26	59:52 1/5	"	"	"

Class A—Flying Start, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
67	1-4	:25 1/5	Porter,	Waltham	Nov. 2, 1894
68	1-3	:34 4/5	"	"	"
69	1-2	:53	"	"	"
70	2-3	1:15	"	"	Oct. 20, 1894
71	3-4	1:24	"	"	"
72	1	1:52 3/5	"	"	"

Class A—Unpaced Records, Standing Start.

No.	Miles.	Time.	Name.	Place.	Date.
73	1-2	1:03 2/5	Jenny,	Oneonto,	Aug. 8, 1894
74	1	2:16 4/5	L. A. Callahan,	Denver,	Aug. 18, 1894

Class A—Unpaced Records, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
75	2	4:55 1/5	Porter,	Waltham	Sept. 27, 1894
76	3	7:28 4/5	Senn,	Utica,	Oct. 19, 1894
77	4	10:04	Senn,	Utica,	Oct. 20, 1894
78	5	11:26	Coffin,	Newark,	Nov. 5, 1894
79	0	25:26	Senn,	Utica,	Oct. 23, 1894
80	25	1:05:30	Senn,	Utica,	Oct. 23, 1894

THE FABRIC IS THE TIRE
IN 1894
TWICE AS MANY
PRIZES WERE WON ON
PALMER TIRES
AS ON ALL OTHER
MAKES COMBINED
THE SAME IN ROAD AND RACING

Prizes offered at sanctioned meets, 1894, Class "A" and "B" — 1673
Prizes WON ON PALMERS — 1135
Prizes to be divided among all other makes of tires — 538

7 Fastest Miles made in 1894

Sanger (unpaced track) 2:07 1-5
Leonert (cycle), paced 1:35
Leonert (cycle), unpaced 1:52 3-5
Sanger (cycle), h'ndic'p race (comp.) 2:08 1-5
Cordang and Bailleux (tandem) 1:32
Robert J. (horse), pacer 2:01 1-2
Alex (horse), trotter 2:03 3-4

••••

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65 Reade St., N. Y., and
159 Lake St., Chicago.

Class A Records—Competition.

No.	Miles.	Time.	Name.	Place.	Date.
81	1-4	:27 1/4	Howie,	Janesville,	Oct. 10, 1894
82	1-4	:29 2/5	Beuschoten,	Poughkeepsie,	Aug. 15, 1894
83	1-3	:44 2/5	Porter,	Waltham,	Oct. 22, 1894
84	1-2	1:03 1/5	Jenny,	Oneonto,	June 8, 1894
85	2-3	1:25 2/5	Porter,	Waltham,	Oct. 22, 1894
86	3-4	1:37	Porter,	Waltham,	Oct. 22, 1894
87	4	9:51 3/5	Scott,	Asbury Park,	Aug. 31, 1893
88	5	12:11	Scott,	Asbury Park,	Aug. 31, 1893
89	6	15:15 4/5	J. Linneman,	Chicago,	Aug. 12, 1893
90	7	17:43 3/5	J. Linneman,	Chicago,	Aug. 12, 1893
91	7	16:50 2/5	Meintjes,	London,	July 8, 1893
92	8	19:23 4/5	Meintjes.	London,	July 8, 1893
93	8	20:24 4/5	J. Linneman,	Chicago,	Aug. 12, 1893
94	9	21:53 1/5	Meintjes,	London,	July 8, 1893
95	9	22:52 4/5	Meintjes,	Chicago,	Aug. 12, 1893
96	10	24:14 2/5	Meintjes,	London,	July 8, 1893
97	10	25:32	J. Linneman,	Chicago,	Aug. 12, 1894
98	11	27:55	Meintjes,	Chicago,	Aug. 12, 1894
99	12	30:20	"	"	"
100	13	32:57	"	"	"
101	14	35:41 2/5	"	"	"
102	15	38:05 4/5	"	"	"
103	16	40:39 1/5	"	"	"
104	17	43:10 3/5	"	"	"
105	18	45:53 3/5	"	"	"
106	19	48:31 2/5	"	"	"
107	20	51:18 2/5	"	"	"
108	21	53:58	"	"	"
109	22	56:39 4/5	"	"	"
110	23	59:18 2/5	"	"	"
111	24	1:01:59 2/5	"	"	"
112	25	1:04:39 3/5	"	"	"
113	30	1:17:59 1/5	"	"	"
114	35	1:31:02 1/5	"	"	"
115	40	1:44:11 4/5	"	"	"
116	45	1:57:33 2/5	"	"	"
117	50	2:11:06 4/5	"	"	"
118	55	2:24:59 2/5	"	"	"
119	60	2:39:47	"	"	"
120	100 kil	2:46:12 3/5	"	"	"

Class A—Tandem, Paced, Flying Start.

No.	Miles.	Time.	Name.	Place.	Date.
121	1-4	:25 4/5	Haggerty & Williams,	Wthm,	Nov. 2, 1894
122	1-3	:34 2/5	"	"	"
123	1-2	:53 1/5	"	"	"
124	2-3	1:13 3/5	"	"	Oct. 27, 1894
125	3-4		"	"	"
126	1	1:52 3/5	"	"	"

Paced, Straightaway Road Records. Single Team.

No.	Miles.	Time.	Name.	Place.	Date.
127	1-2	:46 2/5	W. H. Penseyres,	Buffalo,	Nov. 9, 1894
128	1	1:35	E. F. Leonert,	Buffalo,	Dec. 13, 1894
129	1*	1:32	Cordang & Bailleux,	Holland,	Dec. 2, 1894

*Tandem.

Unpaced, Straightaway Road Record.

No.	Miles.	Time.	Name.	Place.	Date.
130	1	1.52 3/5	E. F. Leonert,	Buffalo,	Dec. 13, 1894

American Hour Records.

No.	Hours.	M. Yds.	Name.	Place.	Date.
131	1	26 1489	Titus,	Springfield,	Sept. 13, 1894
132	2	45 1530	Meintjes,	Chicago,	Aug. 13, 1893

Competition Flying.

No.	Miles.	Time.	Name.	Place.	Date.
133	1-4	:26 3/5	Sanger,	Denver,	Aug. 18, 1894.

Tandem, Standing, Paced.

No.	Miles.	Time.	Name.	Place.	Date.
134	1-4	:26 2/5	Banker brothers,	Hartford,	Nov. 7, 1893

National Road Records.

No.	Miles.	Time.	Name.	Place.	Date.
135	5	12:55	Monte Scott,	New Jersey,	Oct, 12, 1894
136	10	26:07 2/5	"	"	"
137	15	39:30 2/5	"	"	"
138	20	52:51	"	"	"
139	25	1:05:21 4/5	"	"	"
140	50	2:30:40	A. E. Weinig,	Buffalo,	Sept. 15, 1894

The English do not recognize any distance less than fifty miles, and their records stand as follows:

No.	Miles.	Time.	Name.
141	50	2:07:15	A. A. Chase
142	100	4:39:28	A. A. Chase
143	212½	12:00:00	A. A. Chase
144	376	24:00:00	C. C. Fontain

Indoor Records.

No.	Miles.	Time.	Name.	Place.	Date.
145	1-2	1:05 1/5	Barbeau, "A,"	Philadelphia,	A. T.
146	1-2	1:07	"	"	Comp.
147	1	2:14 2/5	"	"	A. T.
148	1	2:20	Nat Butler, "B,"	New York,	Comp.
149	3	7:28	Roome, "A,"	Philadelphia,	"
150	3	7:28 1/5	McDuffie, "B,"	New York,	"
151	4	10:08 1/5	"	"	"
152	4		Roome, "A,"	Philadelphia,	"
153	5	12:39 1/5	McDuffie, "B,"	New York	
154	5	12:17 2/5	Roome, "A,"	Philadelphia	
155	25	1:08:31	Martin, "P."	New York,	"

Horse Records.

156	Robert J, pacer	2:01½
157	Alex, trotter	2:03¾

NEW YORK NEWS NOTES.

George Banker Sails for France—A Track for Coney Island—Murphy for Official Referee.

NEW YORK, Feb. 25.—Geo. A. Banker departed last Saturday aboard the Cunard steamer "Servia," for Paris, where his contract with the Humber people calls him by March 1. No one appeared to bid the plucky American "bon voyage" except H. C. Wheeler and a BEARINGS man. As the shout, "All ashore that's going ashore," was sent up by the steamer's officers, tears filled the eyes of the boy who, perhaps, had thought that at least a few more of his friends would be on hand. Said he, "Boys, I never felt so lonesome before. I wish I could lock both you fellows in my state-room until we were well out to sea." Regarding his plans Banker said there was really nothing to say. He will race anywhere that his employers send him, returning to America about December 1 next. In addition to his racing he will correspond for two or three cycling papers in the United States. Upon reaching France he will set to work immediately to "get fit," and does not expect to race much before the first part of May, at the Galerie des Beaux Arts in Paris.

As was told several issues since, in THE BEARINGS, Manhattan Beach (Coney Island) is to have a track for bicycle racing. Austin Corbin and several other capitalists have finally gotten plans under way, which, if proper encouragement is given, will eventually, in the near future, give to Gotham a cycle track that can not be equaled.

The Wheelmen's Bowling League Tournament is ended, save for a few postponed games, and these can not alter the positions of the leading clubs or the averages of the prize-winning bowlers. After having lead for most all the season, Olozogo, of the Atalanta Wheelmen, of Newark, N. J., relinquished his position last week, to B. F. Allen, a Brooklyn Bicycle Club man, who retained it to the end and won the *New York Times* medal by an average score of 175 1-14, against Olozogo's 173 18-19.

The twelfth annual dinner of the Hudson County Wheelmen, of Jersey City, was given last Saturday night at Naething's in this city. Every one seemed to be in his best mood and a menu of unusual merit was served. When it came time for the speech making, those present were in about the proper condition to do justice, each to himself. Theodore F. Merseles, Fred J. Ken, E. T. Webb, and about thirty others were in attendance.

Wheeler's Plans.

Harry C. Wheeler starts on his southern trip today. He will go direct to Washington, D. C., from here, where he will spend a few days in placing a desirable agent for the Zimmy cycles which he will represent on the road. On leaving Washington, Richmond, Charleston, Savannah, Birmingham, and New Orleans will be visited. Wheeler expects to return to New York by March 17. He will sail on the steamer Paris for Europe, March 20. While abroad he will ride the Zimmy in all his races, returning to America about October 1. He is under no contract with any foreign concern to ride their wheels, nor have any inducements been made him to visit France. He goes to take his chance among the foreign "pro's" and feels reasonably confident of ordinary success.

At the fourth weekly reception of the Cycle Club of Brooklyn last Saturday night, the usual features were given, such as fancy riding, etc. Mrs. F. A. Sittig, of Brooklyn, also practically demonstrated the usefulness of her new skirt-bloomer combination suit. Misses Vietta Heyler and Eva McKean each wore a suit and rode about the hall in them, while Mrs. Sittig explained the affair to the ladies present in general by draping a figure with a suit. It made a good impression and may be expected to be universally worn before the year has flown.

Incidentally this club has hit upon a neat plan to purchase wheels at a discount. Twenty-five of its members each contributed $100 to a fund which is intrusted to Manager W. A. Webster. He is trying to secure a reduction from list price on twenty-five machines by purchasing them all at once. It is said that he approached the store of the Indiana Bicycle Co., on Cortland Street, and offered to take twenty five Waverleys if a suitable reduction was made, but Manager P. S. Tunison refused to do anything of the sort, and the deal failed to go through. Mr. Tunison explains his action by saying that "Waverley agents must be defended, and had we quoted a reduced price—well, its against the principle of our concern."

The Brooklyn and Long Island Cycling Trade Association held another meeting last Wednesday night at the Clarendon Hotel in Brooklyn. Aside from its routine business the association decided to send a representative to Albany at once to oppose the passage of the Thompson bill, which will place several restrictions which seem unnecessarily harsh upon cyclists. The name of the organization was also changed to read, Long Island Cycling Trade Association. After a long debate regarding the rules and regulations to be adopted the meeting adjourned at a late hour Pres. Charles Schwalbach states that many application have been received from men or firms in remote parts of the island who express themselves as perfectly willing to join any association such as this.

Murphy for Official Referee.

W. F. Murphy will receive the appointment of official referee if signs count for anything. In conversation with Chairman Gideon, a word of praise and recommendation was offered for "Brother Bill," only to be met with the reply:

"Murphy is the only man who seems to be after the position and where a man has a walk-over he can't very well lose. I don't say I shall appoint him, for I never care to commit myself, but that Murphy is qualified for the position there can be no doubt."

Fully 100 members of the Atalanta Wheelmen accompanied by their friends were in attendance at the club's annual reception in Chester Hall, Newark, N. J., last Tuesday night. The club's committee of arrangements, composed of E. A. Smith, W. V. Belknap, Frank P. Leffingwell, and C. B. Allen, did themselves proud in the quality of the entertainment provided. Dancing was indulged in. It was a grand success.

A. C. Willison, George T. Perkins, and A. C. Morrison, comprising the new executive committee of the L. A. W., held a meeting the day following the National Assembly's second session and the affairs of the League in general were talked over. Nothing was given to the press direct as to what decisions were arrived at and the trio separated at a late hour. From other sources it was learned that the *Bulletin* matter received the greater portion of the committee's attention. Then Mr. Van Nort's proposition to adopt more stringent business rules in transacting the business of the League was taken up and plans of procedure decided upon. Various other subjects were discussed and when the committee separated they at least were acquainted.

From a reliable source, though of course not officially, it has been learned that the new Racing Board will probably consist of Gideon, chairman; Croninger, of Kentucky; Robinson, of Massachusetts; Bridgeman, of New York; Hartwell, of Colorado.

Asbury Park's Plans.

At a meeting of the Asbury Park Wheelmen last Friday, plans for the League meet were freely discussed, and the first step taken toward the arrangements for what will undoubtedly prove the greatest meet of the L. A. W.'s existence. First of all a resolution was passed thanking the New Jersey division officers and members for the able manner in which they had aided the Asbury Park Wheelmen in their attempt to get the plum. Then the question of when to hold the meet was taken up and after some suggesting on the part of those present it was decided that July would be the best month and the second week therein the most desirable. This will allow Zimmerman to be present, as he does not sail from San Francisco until July 17. S. W. Kirkbride, A. R. Parsons, and J. C. Tattersall were appointed to confer with Chairman Gideon and arrange for the race sanctions. If the second week in July is not satisfactory, then the following week will do.

Four days will be devoted to racing, during which time the state as well as the national championships will be decided. The remaining three days will be devoted to the entertainment of the visitors. With the thousand and one means of enjoying oneself at the park, the programme for those three remaining days will not be hard to fill, but it is understood that something out of the ordinary will be sprung. "It will be the aim of Asbury Park to outdo Denver," said Supreme-Mover Kirkbride, and those few words coming from him mean everything. Committees on entertainment, advertising, and transportation will be selected at an early date. Rates of one fare for the round trip will be tried for by the members of the latter committee, who will be men able to influence the railroads.

The track at the Athletic Grounds will be widened to a universal width of twenty-six feet and the turns will be banked in accordance with the ideas of Arthur A. Zimmerman, who will submit designs that are to be acted upon, regardless of cost. The grand stand and bleachers, which do not accommodate over 6,000 now, will be made just double.

CENTURY RUNS TO ASBURY PARK.

PHILADELPHIA, PA., Feb. 24.—The selection of Asbury Park for the '95 meet has put the "boys" in a good humor and the clubs are already making preparations to attend with as many members as is possible. One of the earliest schemes proposed is that of forming century and double century runs the few days preceding the meet. In substance the plan is as follows: As Saturday is now recognized as a legal holiday in all the nearby states, it is suggested that all the cities within a radius of 300 miles organize century runs and meet at a central point, Washington for instance. Starting from this point ride to Baltimore, where they will be joined by the wheelmen of the Monumental City and in one body ride on to Philadelphia, where they will be reinforced by the cyclers of the Quaker City, and these three bodies move on to Trenton, where they could be joined by the contingent from the north, New York, Albany, and eastern states wheelmen, as well as those in that part of New Jersey. It is proposed that the men then ride in a body to Asbury Park.

George F. Taylor, the racing man, will graduate from the Philadelphia Dental College in about two weeks. Taylor has been studying in this city for some time and while here has made many friends. He says that he will begin the practice of his profession in Massachusetts immediately after he graduates, and that he is done with the racing path.

The Catholic Total Abstinence Society, of this city, has formed a bicycle club with a membership of over sixty. The following officers have been nominated for election for the ensuing year: President, Thomas Meady; vice-president, James Meach and Thomas McFarland; secretary, D. J. Murphy, Jr.; treasurer, Miss Anna Reilly: captain, W. J. Bradley. The next meeting will be held on Tuesday night.

The Gormully & Jeffery Mfg. Co. has issued a circular to its agents announcing that there will be no Rambler racing team this year.

IT LEADS THEM ALL.

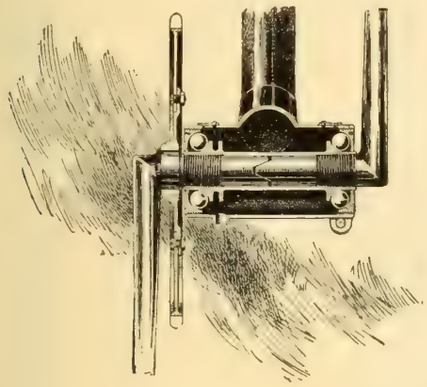
A Vital Point at Which the Columbia Bicycle is Stronger and Better Than Any Other.

An exemplification of the most advanced bicycle construction is the new crank shaft mechanism that is one of the many interesting features of 1895 Columbias. It is a decided departure from the generally accepted form of crank and crank shaft, and is in many ways vastly superior to anything else of its kind. This noteworthy improvement was invented and patented for the Pope Mfg. Co., and was adopted only after the most careful and thorough tests of every kind.

An abnormally narrow tread means a weak crank bracket, with consequent greater liability to accident, while the bearings, when close together can not wear so long as when placed at a reasonable distance apart. This new construction in the Columbias secures extreme mechanical simplicity and a material decrease in the width of the tread, while at the same time preserving the necessary width between the bearings. It adds strength where strength is needed, and also reduces weight.

By an ingenious reversing of the usual construction of the crank-shaft bearings, with cones inside rigidly fixed to the shaft and cases closely fitted on the outside, perfect alignment of the bearings is secured, and there is afforded as near a dust-proof bearing as it seems possible to make. At the same time the crank shaft mechanism can be removed and replaced with great ease without a blow or force of any kind. Where the usual construction of cranks and crank hangers is employed, it invariably happens that in removing cranks and crank keys force is required, and the blows are supported by the ball bearings, which results in either breaking the balls or injuring the cones and cases. In but few instances are the bearings entirely relieved from the shock.

The increased size and firm appearance of the bracket barrel give one a correct impression of the rigidity of the frame at this point. The bracket



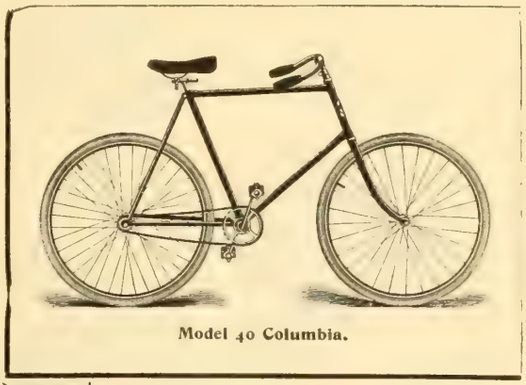
2 inches in diameter, is a forging weighing in its rough state 65½ ounces, and when finished but 10¾ ounces. In assembling this bracket in the frame the tubing is flush with the interior of the barrel. The cranks and crank shaft are in two parts, each half of the shaft with the crank being forged in one piece. The cranks are of the very best hardened spring steel. The strength of the shaft and cranks is figured on a theoretical basis—the same as the strength of the crank for any engine is determined—and the cranks are then made to stand the requirements. The spider, or center, of the sprocket is keyed and then brazed to the shaft, and the cranks and spider are afterward clock-spring tempered. The cranks and sprocket have stood without the slightest injury a test of 400 pounds applied to the center of the pedal in order to subject the whole to a combined twisting and bending strain.

The shaft is joined by a V joint combination within a sleeve. This sleeve is a forging, the ends of which form the cones of the bearings. To assemble this mechanism, the sleeve, balls, and cases are put into the bracket and adjusted. A key, put through a hole in the bracket for this purpose, fits into a slot in a flange on the sleeve and holds it stationary. The cranks, held in proper relation with each other at the start, are screwed into the sleeve on right and left handed threads, until the V joint engages, the turning being in the forward direction. As will be noticed, this combination makes a secure engagement, and renders it impossible for the cranks to be in other than perfect alignment.

In adjusting the bearings, the case on the sprocket side is held stationary by being screwed tight against a shoulder. The opposite case is secured in its adjustment by an improved binding-bolt device. To allow of this adjustment the barrel is made thinner, and not slotted, thus rendering these bearings absolutely dust proof. The adjusting case is made extra heavy to permit of a secure clamping without warping it. The balls are ⅜-inch in diameter, with ten on each side. Both the cases and cones at their working surfaces are spherical in form, which gives the balls a direct rolling action and the least number of points of contact. The width between the ball centers is 3 inches. The tread—the term generally accepted being from the faces of the cranks at the shaft—is 5 7-16 inches on the regular wheels, and 5⅛ inches on the racer.

The whole mechanism is so simple that by following the directions, included in every tool-bag, persons unacquainted with it can easily remove or replace either the cranks or the bearings.

Any Columbia agent will tell you all about the many new features that make 1895 Columbias and Hartfords superior to all other bicycles. The crowds at the cycle shows discovered that, as usual, the Columbia line was far ahead of all competition, and a brief inspection of the new models or the Columbia catalogue will show why this is so. There is a host of valuable new features in both Columbias and Hartfords.



Model 40 Columbia.

Up to Date

Comparisons show that in only **one** bicycle are combined **ALL** the improvements that expert cycling wisdom agrees are proper. That bicycle is the

Columbia—$100

the Standard Bicycle of the World, unequaled, unapproached. Your knowledge of advanced construction is not complete until you see it, and, having seen it, you will be content with no other.

Hartford Bicycles are next best—**$80 $60 $50**
Catalogue tells why.



Pope Mfg. Co.
GENERAL OFFICES AND FACTORIES
HARTFORD
CONN.

Branches:

Boston
Providence
New York
Buffalo
Chicago
San Francisco.

The Columbia Catalogue is admittedly the finest contribution ever made to cycling literature. You can have it free by calling upon the nearest Columbia agent, or it will be mailed for two 2-cent stamps.



LIGHT RUNNING.

Indeed it is.
How do we know?
Not by guess work.
By actual measurement and accurate testing of each separate part of the bicycle.
By using our Victor Dynamometer.
(You have heard this before)—"Victor Bicycles lead."

LETTERS TO THE EDITOR.

EDITOR THE BEARINGS: In your issue of February 8 appears a resume of the opinions of a number of crack English riders and experts anent the subject of light-weight bicycles. Now, as this discussion was originally started by some correspondence between the *Irish Cyclist* and this firm, it may not be out of place for us to make a few remarks.

In the first place, we wish to register our opinion, which is that the English makers and riders are arguing from a mistaken standpoint. It is an old axiom in logic that "grant the premises and any proposition may be proven." The opinion of the riders, according to the article before mentioned, seems to be that a 22 or 23 pound machine is not sufficiently strong for road use, but they do not stop to dissect the question as to whether or not the weight is properly proportioned in their machines. Using a part of the answer of H. B. Binns, for instance: "In the first place, a frame built for path racing is usually cut down to the lightest possible weight at which it could reasonably be expected to do the work for which it is intended," thus intimating that a 22 or 23 pound machine, the usual weight of an English racing machine, would necessitate such a weakened frame that for road use it would be dangerous.

Now in American machines this idea is reversed. The frame is kept strong, rigid, and well braced, and the moving parts of the bicycle, that is the wheels, chains, and sprockets, are made light, and in this lies the whole keynote of success in the building of American wheels at a lighter weight than those of English manufacture. For instance, we could build a wheel at 30 pounds that would run considerably lighter than another at 20 pounds, providing that the frame of the 20-pound bicycle was made light and limber, and the wheels, particularly the rims and tires, heavy and clumsy, which naturally would require power to revolve at a high rate of speed. Such a wheel would actually run heavier and be much slower than a 30-pound wheel with the frame made heavy and rigid and the wheels light.

We wish to make clear this point—that it is not so much a question of absolute weight of the wheel as where that weight is distributed. One can better afford to carry ten pounds of what we term "dead weight" on the frame or saddle than to carry one pound of extra weight on the periphery of the wheel.

Now, you will notice in the article before mentioned, there is little or no mention of any part of the wheel being lightened except the frame, and it seems to us the whole gist of the argument lies here. Two years ago we imported a James, then the lightest bicycle made, and found that although it was stanch enough, and heavy enough in some parts, it was wofully weak in others. The weight of this machine was twenty-seven pounds, and it was considered marvelously light.

We have many of our own machines weighing from sixteen to twenty-one pounds which have been in constant use for more than a season, and which have been used on American roads. Now when compared to the worst English highways, American roads, to use a slang expression, are distinctly "not in it," and still our light bicycles, together with the light bicycles of many other American firms, stand the work over them better than the 22 or 23 pound English machines stand use on the sandpapered roads of old England.

In America the use of wood rims and light cemented tires, carefully designed frames, sprockets, cranks, pedals, saddles, seat-posts, hubs, chains, and minor parts have had much more to do with the lightening of the whole machine than mere scraping of tubes and turning down of forged connections, and we are free to assert that the frame of our 18-pound road bicycle is full heavier than that of the 26-pound English road racer.

Up to within the last two years the English makers led us, now we can give them many hints as to the way to build bicycles. Wood rims alone have taken much weight from and added much life to the machine, and the use of light cemented tires in place of the mechanically fastened tires, which are almost universally used in England attached to steel rims, has taken away a great deal of unnecessary weight. Light stiff cranks and featherweight rat-trap pedals, small forged and machined hubs, spider-web sprockets and narrow treads have each in a measure decreased the weight without in the least weakening the bicycle. American saddles, too, have done their part.

We believe that wood rims are stronger than steel rims of twice their weight; that is, that they will stand more rough usage. American light tires may be easier to puncture, that of course is a question, but they will wear as long and stand as much pressure as their more cumbrous English prototype.

With us there is absolutely no question as to the feasibility of the 18 and 20 pound bicycle for road use, because such bicycles are shipped from our factory in large numbers every day, and we believe that the whole secret of building light road bicycles lies in the words "design, material, and workmanship."

Very truly yours,

E. C. STEARNS & CO.

Crusade Against the Humpbacks.

EDITOR THE BEARINGS: I am told that your managing editor has gone to Florida on a short vacation, and that while you can scarcely "Barrett" to lose his valuable services for even a brief period, you are willing, during his absence, to receive communications "of interest" to be printed in your columns at the usual advertising rates for reading notices. So here goes for my initial contribution.

I am not a cyclist, but my best girl is, and of course I am interested in whatever interests her; hence I read THE BEARINGS conscientiously, and can discuss the relative merits of diamond frames and drop frames for woman's service as well as if I myself rode a wheel. I would, undoubtedly, be as enthusiastic over cycling as the most ardent devotee of the art, but I am growing older each year, gaining avoirdupois each month, increasing in dignity each week, and becoming more and more mentally unbalanced each day of my life. For these reasons (and "there are others") I am content to sit on the fence and see the girls and boys ride by, and then I smoke my cigar and discuss with some other lounger the characteristics of the different riders, their general make-up, the whys and wherefores of their sitting up straight or their bending forward as they propel their vehicles, and their apparent reasons for doing this and that and the other thing when they go out into the highways and byways of our city.

There are apparently so many different positions in riding a wheel, not only for exercise or speed but also to show off advantageously to the non-bicycling public, that it occurs to me there should be adopted, in this stage of the cycling era, some one or two standards of approved "wheelmanship" which should be taught to beginners. Our parks and boulevards are provided with mounted officers to preserve order and regulate the speed of four-legged animals. Why can they not have added to their duties, from a board-of-health standpoint, for the benefit of the public onlooker, if not for the riders themselves, the necessary authority to require wheelmen to ride according to a legalized code, and not permit them to mar "the glory of the scene" on a bright summer day by their hideous attempts at duplicating the appearance of the doubled-up grubworm or some other creature of equally lofty intelligence? Beauty's the thing, dear boy!

Some so-called expert cyclists may say that this suggestion is all "rot"; that *experientia docet.* But I am out for the campaign for an improvement in the appearance in wheel riding, and incidentally to find the most healthful method, so that physicians may be more willing than they are now to prescribe a "course of wheel," properly taken, than pills, powders, or long trips by rail and steamer, for the tired and wornout business man, the delicate stay-at-home woman, and the sickly youth of both sexes. Many doctors are afraid to indorse the health-generating qualities of the wheel because of the disposition on the part of their patients—to whom a bicycle has been recommended—to tax their strength too much, and by thus overdoing bring about results which are far from satisfactory; and because of such results cycling is generally more or less discounted by some of the foremost exponents of the materia medica of our land.

Suppose, therefore, our leading bicycle manufacturers and our enterprising Chicago cycling clubs adopt my suggestion and secure legislation, if necessary, to accomplish the desired reform; and if it is done, I venture the opinion that one season's experience will do more to encourage the pastime, improve the style of riding, benefit the health, and sell bicycles and cyclists' apparel and wheel appurtenances than anything else in this world, barring, perhaps, publishing or reading a display "ad" in THE BEARINGS. And to this end I commend your worship's attention.

CHICAGO, Feb. 20. GEORGE REX HEARTS.

Are Interested in Other Things.

EDITOR THE BEARINGS: Your weekly publication is a splendid one; full of good and interesting reading matter and devoted to the craft. Your advertising pages are many and well set up, and I hope your circulation is increasing, but why, oh why, can not you allot some of your advertising space to giving your subscribers a chance to know something of the improvements in cameras, fishing tackle, and sportsmen's goods generally? We wheelmen are more or less interested in photography, fishing, hunting, and other all the year around sports. We even (occasionally) use Pears' soap. Is not THE BEARINGS as good a medium for this kind of advertising as the *Century, Harper's, Scribner's, Outing*, and other magazines?

OMAHA NEB., Feb. 19. CRACKAJACK.

Colonel Pope Not Back of It.

EDITOR THE BEARINGS: In your issue of February 8 you made the following statement, which is entirely misleading and without the slightest foundation: "It is generally conceded that Colonel Pope is back of this venture."

It is a fact we use the Columbia machine, and that is as far as you are correct, as all the employes are under the supervision of the governing committee, who assume all debts; and the entire management is under the committee's control. We are not bound to any bicycle firm in any way and are open to all firms having any offer to make us in regard to introducing their wheels. In correcting your statement and setting our club right before the bicycle public, you will greatly oblige,

Yours truly,

BROOKLYN, Feb. 22. W. C. WEBSTER,
Secretary of the Cycle Club of Brooklyn.

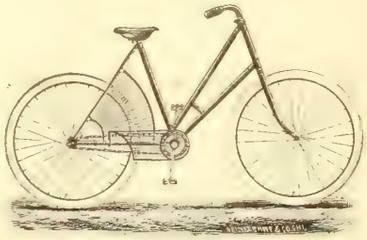
They Didn't Exhibit.

EDITOR THE BEARINGS: In your account of the St. Louis cycle show, in the last issue of your paper, you stated that Messrs. Canfield & Sachtleben had exhibited. Permit me to correct this mistake. Although the above firm was asked to co-operate in making a success of the show, they declined. By correcting this error you will oblige,

Yours truly, ASSOCIATED CYCLING CLUBS.

ST. LOUIS, Feb. 18. per Douglas W. Robert, *President.*

[The Munger wheel shown was the property of the Diamond Rubber Co., upon which they were exhibiting their tires.—ED.]



SYRACUSE THELMA.
Weight, 23 lbs. *Price $100.*

This is THELMA!

A peach, isn't she?

The Thelma derived its name from a lovely Norwegian princess, and occupies a not less exalted rank among ladies' wheels. In beauty it is also like her, above compare.

The Ideal Lady's Mount for 1895.

This is only one of the beauties of the **Syracuse Crimson Rim Line.**
"THERE ARE OTHERS."

Farwell, Ozmun, Kirk & Co., St. Paul, Minn.

NORTHWESTERN AGENTS.

A $75 BICYCLE.

THAT'S WHAT WILL BE

HIGH GRADE, LIGHT WEIGHT,
BACKED BY A LIBERAL GUARANTEE,

THE SELLER FOR '95.



Weights,
21 to 24 lbs.

LIST, $75.

THE WABASH LINE.

28 in. Racer,	Model A, 18 lbs.,	list	$90.00
28 in. Gents',	" B, 21 "	"	75.00
28 in. Ladies',	" C, 25 "	"	75.00
26 in. Youths',	" D, 23 "	"	50.00
26 in. Misses',	" E, 26 "	"	50.00
24 in. Boys',	" F, 22 "	"	40.00
24 in. Girls',	" G, 25 "	"	40.00

WE HAVE A
SPECIAL PROPOSITION
FOR
RESPONSIBLE DEALERS.

THE MODEL "B" WABASH SCORCHER.

THORSEN & CASSADY CO.,

141 AND 143 WABASH AVE., CHICAGO.

Sole Agents THORSEN, WABASH, STEARNS, REMINGTON, and LOVELL DIAMOND Bicycles.

DR. LATIMER'S WISE SAYINGS.

He Tells of the Benefit Women Derive From Cycling—The Proper Dress to Wear.

Dr. W. C. Latimer, of Brooklyn, read a very interesting letter before the New York State Homeopathic Medical Society recently, on "The Bicycle in its Relation to Diseases of Women." It is as follows:

"Nearly two years ago I had my attention called to this subject by the marked benefit derived from the use of a wheel by a patient suffering from anæmia. It was so marked that I could not resist the temptation to make some investigations regarding its use in that and other diseases, feeling that if one more means of aiding suffering women was at our command we should grasp it and learn when and where to use it. In anæmia and those diseases due to faulty nutrition with weak and relaxed muscles, we all know the benefits to be derived from open-air exercise. We also know that in many of these cases the amount of such exercise which they can take by walking is very limited, and at times harmful. That gymnastic exercises lack the open-air element and will be continued only under compulsion, while the active exercise of tennis is beyond their power of endurance. It therefore seemed to me that in cycling we had an agent combining both exercise and open-air enjoyment, provided we know when and where to use it.

"I found at the outset I was in a position analogous to the late Elder Eddy, of Springville, this state, when asked by his congregation to preach against odd-fellowism. He could learn little or nothing about it outside the order so he joined it, and then advised all his friends to do likewise. I also found that to learn all the advantages and disadvantages of cycling it was necessary to become a rider, and proceeded at once to learn the art, and found that what had looked like hard work was in realization a great pleasure. To make headway in my investigations I persuaded such of my friends and patients as were suffering from diseases that seemed likely to be benefited by such exercise, to learn to ride and report results. My observations have included cases of dysmenorrhœa, menorrhagia, delayed and scanty menstruation, anæmia, dyspepsia, and one case of relaxed patella and strained knee tendons.

"In dysmenorrhœa, when spasmodic or due to weakened muscles of the pelvic floor singly or combined,

"It Has Proved a Boon Beyond Value,

accomplishing in one case in six weeks what carefully selected remedies, rest, etc., had failed to do in eighteen months; and such benefit has maintained over three menstrual periods together with marked improvement in her general health. In menorrhagia I am unable to make positive statements, as my observations have been interrupted by summer vacations into locations where they could not use the wheel to advantage, but should not hesitate to recommend its use in cases due to weakness or malnutrition. In delayed and scanty menstruation where due to weakness, it is beneficial in proportion to the improvement in the general conditions. In those cases we sometimes meet which seem almost hereditary it has no effect either way. In anæmia and dyspepsia it is a boon beyond value when properly used, and equally a curse when abused. In these cases the rides must be short, preferably in the morning, preceded by a glass of milk or light lunch, followed by a cool sponge bath and a brisk rubbing and short rest, about one-half hour before breakfast, which may consist of eggs or a chop, rolls or stale bread, milk, cocoa, or when these disagree moderately strong coffee, breakfast to be followed by a short rest when the occupation will allow. After a brief time, two to four weeks, a short ride may be taken during the afternoon, returning in time for a short rest before dinner. Never allow hard riding on a full stomach, and it is better not to ride at all for half an hour to an hour after eating a full meal even when in perfect health.

"In the case of relaxed patella and strained knee tendons it has done almost a miracle for the case was of ten years' standing, and had been treated by numerous physicians of both schools without benefit. She was unable to walk any distance or go up or down stairs with comfort. In a recent run of thirty-five miles, by false directions, she was compelled to walk over two miles of sandy road and push her wheel, and did it with little fatigue and no pain, while on a more recent outing she rode sixty miles inside of 12 hours and was in a better condition next day than she would have been after walking a dozen block one year ago. In prolapsus, irritable ovaries, spinal irritation, and nervous debility we have had no chance to make observations, but should not hesitate to permit riding under proper restrictions.



DR. SANTEE AND FAMILY ON THE MOTOR CYCLE.

"In all cases great care is necessary in learning to ride, length of time and distance, style of wheel and dress.

"In learning, not more than half an hour at a time should be taken under a good strong teacher. The number of lessons varies from three to fifteen according to the aptness of the pupil. When able to ride alone, the first rides should be on a smooth level road and only a half hour's time or not to exceed three miles in distance for the ride. This can be gradually lengthened until

"The Full Capacity of the Rider is Reached,

but in no case must riding to the point of fatigue be allowed.

"Style of wheel and dress. It is in these two things that lie the success or failure of the whole subject. They go hand in hand. Style of wheel: This is of the utmost importance, and you will bear with me if the details are somewhat prolonged. In selecting a suitable wheel for ladies the following points must be kept in view, weight, easy running, minimum seat vibration. When we note the fact that the frame of a regulation wheel is a complete truss, it becomes apparent at once that to remove any member of it is to weaken its sustaining ability and the only way to maintain its strength is by additional weight. We therefore find that as now constructed the regular ladies' wheel is minus one of the five principal members of the truss, hence has to be made heavier to recompense this loss. Again, the removal of this member increases the seat vibration, a thing we must strive to avoid. And why? Our observations have taught us that a major part of the exercise whereby those cases dependent upon weak pelvic muscles are benefited, is due to seat-vibration; that this vibration must be reduced to a minimum, otherwise these weak and relaxed muscles are overtaxed before requisite exercise for the general system is obtained, and harm instead of good is the result. It would also, we think, tend to aggravate any case of spinal hyperæmia or induce it in those at all predisposed to it, especially were they obliged, as many are, to ride over a section of stone pavement in getting to and from good roads. Another danger lies in the mode of dismounting from the ladies' wheel. It is done by stepping off forward and as most of the weight falls upon the heel a weakly supported uterus is liable to be misplaced. To avoid these dangers leads us to consider the subject of dress. Proper dress is equally important as the wheel. It is here we also meet the most difficulty, and the one reason which leads to most cases of abandoning riding.

"We have found the following rules give the best results: 1st. Wear no corset or waist with steel in front. 2d. Wear all wool garments next the body. 3d. Low or loose shoes, so the ankles may have unobstructed action. 4th. As little weight as possible.

"In considering these points the first three will occupy but little time. We all know the injurious effect of the supporting steel in front of a corset, and if by its pressure it is liable to do harm in the every day pursuits of women, how much more is it liable to produce these same effects when aided by the quick vibration of a bicycle over a rough road or pavement.

"Two and three are self evident facts and require no explanation, but in number four rests the secret of success or failure. In order to reduce the weight of clothing to a minimum and enable ladies to ride a light-weight wheel it is self evident we must abandon the skirt at the outset, for with it she can not ride the full-frame wheel and

"Must Still Adhere to the Heavy Drop Frame,

and endure the extra vibration as before explained.

"Then what shall she wear? Our own preference would be the knickerbocker, but as that is a little too advanced for the present time, although some are being worn, we must rest content with the bloomer suit. This suit should be made to fit nicely, the trousers having just fullness enough to escape acting as mud-scrapers for the rear wheel, and short enough to clear chain and sprocket when crank or pedal is down and limb fully extended.

"This will enable her to ride the lightest wheels, mount, and dismount easily; and here let me say that in dismounting she is obliged to carry the limb back over the seat, and bring the foot forward, and in so doing lands upon her toe rather than her heel, while in mounting in the street she can start gracefully from the curb but on the road must use the step, while in either case she lands squarely and easily in her saddle with no surplus dress to worry and distress her, and gets the greatest amount of pleasure with the least exertion out of her ride.

"As there are yet many who cling to the skirt we will give a few of its disadvantages and dangers. In mounting, it is more or less bound to swing

to one side and fall over the saddle in a manner to be uncomfortable; if made short enough to prevent this it is open to all the objections raised against the bloomer and more. Again, in falling to one side it is liable to become entangled in the pedal and cause a severe fall. In one case of this kind the lady had her clothing torn off at the waist and so entangled in her wheel that she could not rise from the ground until the writer went to her assistance. Since then no more skirts for her. Again, atmospheric resistance and body exposure—even in a still day the skirt has much air resistance, while in a wind it becomes a veritable load and its sudden shifting adds much to its burden and the labor of keeping the wheel evenly balanced. It also acts more or less as a funnel, concentrating a current of air upon the abdomen with its attendant dangers. In the line of bodily or rather leg exposure, you take it on a windy and to use the expression of the day,

"The Bloomer is Simply Not in It.

While in the matter of weight it is a load little understood. In a sitting position the skirt rests more or less heavily upon the knees, and when we see that with every turn of the pedal that weight has to be raised from eight to twelve inches, that if we allow but ten ounces, or one-fourth the weight of an ordinary skirt, as the amount raised, it reaches a total of over 150 pounds for every mile traveled.

"We have yet to see the woman who once having donned the bloomer and ridden a full diamond-frame wheel who ever returned to the skirt and drop frame. It seems to us from these observations that in a subject so universally popular as cycling and one so rapidly on the increase, we should ever be on the watch not only to take advantage of its benefits but warn against its dangers, for dangers it has far beyond those heretofore mentioned. There is probably no athletic sport of the day that is laying the foundation for so many cases of phthisis, and all due to a headstrong foolish desire of riders to be considered what they are not, viz.: Racing men, and thus by position lay that foundation; but be it ever to their credit this fault is seldom seen among the ladies.

"We regret our cities keep no record of vehicles entering the parks, to enable us to show the rapid increase in the number of riders. Fairmount Park shows an increase from about 37,000 in 1882 to over 130,000 in 1893; and reports from dealers would indicate an equally large increase throughout the country. In the face of these figures we hardly think the Brooklyn physician, who is reported as saying she thought ladies unsexed themselves by cycling, was aware of the fact that she attempted to cast a slur upon more than 25,000 of her sisters, many of whom are her peers in education and social standing, while one alone, whose name is familiar to thousands of riders not only in this country but abroad, has probably done more for her fellow-beings in the way of dress reform and physical development than any ten physicians in our city, and who will be long remembered by many happy mothers and daughters, to say nothing of that noble woman whose life has been spent in philanthropic work, who now in her declining years raises her voice in favor of cycling."

WILLISON BANQUETED IN BALTIMORE.

BALTIMORE, Feb. 25.—The wheelmen of Baltimore are delighted with the results of the assembly. The election of Willison and the selection of Asbury Park for the next meet is just what they wanted. It is now thought that some of the meetings of the executive committee will be held here and that even the assembly may be ours next February, while there are mumblings of a hankering after an annual meet before many years.

Mr. Willison came here immediately after leaving New York, and was enthusiastically received by his many acquaintances. Tonight the Baltimore Club will tender a banquet at which he will be the chief guest. The Maryland Club will hold a banquet on March 14, at which Mr. Willison will also be the guest of the occasion. Tomorrow night, the Maryland Division will give a cycle night at Ford's Opera House for the benefit of the track. At this affair Mr. Willison will occupy the principal box and will be called upon for an address between the acts.

Willison First Became Really Prominent

to the wheelmen of Maryland by reason of his remarkable and successful efforts to break the then state long-distance record. This performance probably has never been excelled for endurance and clear grit. Frostburg is a thrifty little town up in the mountains to the extreme west of Maryland. It is where the bulk of the coal is mined and was made conspicuous last summer by a long strike of the miners. It was at 1 o'clock one Sunday morning in the middle of September, 1892, that Willison, then known as a member of the Potomac Wheelmen, of Cumberland, started after the long-distance record. He wound up at 1 o'clock the next morning with a punctured tire, ten miles from Baltimore, having pedaled alone and unpaced for 165 miles over some of the worst and most hilly roads of the state. He tried to reach Baltimore, but became exhausted at the foot of a straw stack into the bottom of which he burrowed and pulling the straw over him slept the sleep of the record breaker while his wheel stood outside.

The first eleven miles of his trip was easy. It was down grade to Cumberland, which he reached in 40 minutes. After a rest of 10 minutes he started on the towpath of the Chesapeake and Ohio canal for Williamsport. He met a great many boats along the canal, and was often compelled to dismount to let the mules by, often having to shove his wheel among the bushes which line the canal.

A stiff wind from the east made a heavy head wind for 140 miles of the journey. Willison reached the famous Baldwin House in Hagerstown at 1:30 in the afternoon,

Having Ridden 102 Miles Against the Wind,

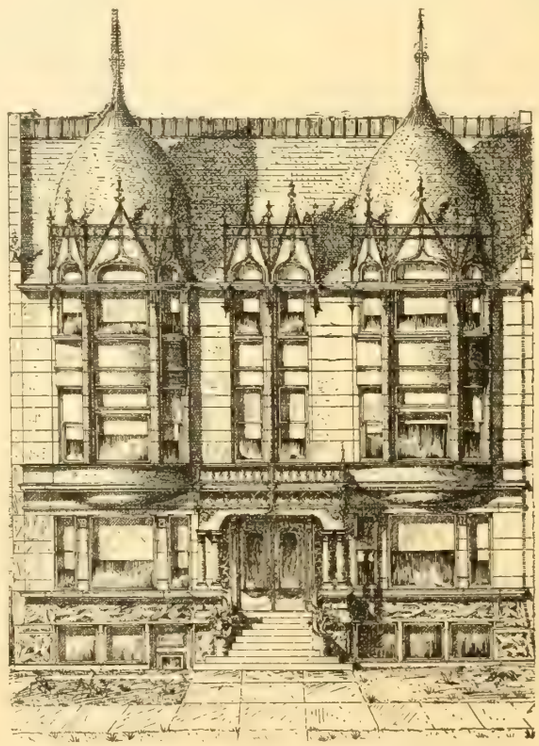
in 10:30:00. He left Hagerstown at 3 p. m., crossed South and Catoctin Mountains, and arrived in Frederick, twenty-six miles farther, at 6 p. m. He left Frederick at 6:20, and arrived in New Market at 7:20. He ate supper there and slept for an hour. Willison reached Ellicott City, twelve miles from Baltimore, at 1 o'clock in the morning, and gamely set out for the latter city. He said yesterday that he would not have ridden that ten miles to Baltimore after his tire had punctured for any amount of money. Here it was that he came up with the straw stack and bivouacked for the night. At daybreak he trundled his wheel back to Ellicott City and took the first train for Baltimore. Before this long ride Mr. Willison had had but two and a half hours' sleep.

SAD ACCIDENT AT LOUISVILLE.

LOUISVILLE, KY., Feb. 25.—A most deplorable accident occurred at the Louisville Cycle Livery Co.'s place of business last night. One of the employes of the firm has a sleeping room in the rear of the office. He retired rather early last night and about 11:30 o'clock, the manager of the firm, William Hess, came to the store accompanied by two young men who live in the flats over the store, they having attended the theater and being on the way to their home. When they reached the store they decided that they would go in, wake up Max Brunn, and have a little amusement before retiring. Brunn was asleep, and was awakened by being playfully tapped with the end of a cane; he reached over to a washstand and got his revolver and said that he would shoot some of them if they did not stop their foolishness. He then threw up the barrel of the revolver to throw out the cartridges and after he thought they were all out he began to snap the trigger. At the fourth time, to the surprise of all, a loud report showed that one of the cartridges had not been removed. Clarence Watts suddenly cried out, "I am shot, get a doctor quick," and fell on the floor. He was carried upstairs and when the physician arrived he was dead. The bullet had struck him on the shoulder blade and ranged downward and pierced his heart. His brother, who is bookkeeper for the Kentucky Cycle Co., was a witness to the whole affair and is almost heartbroken. The deceased was a clerk in the Bank of Commerce and was very highly esteemed by his employers.

WILL HAVE A MAGNIFICENT HOME.

The South Side Cycling Club, of Chicago, will, if its plans do not miscarry, have the finest clubhouse in Chicago. It is negotiating with a contractor to build a $30,000 clubhouse between Forty-seventh and Fifty-fifth

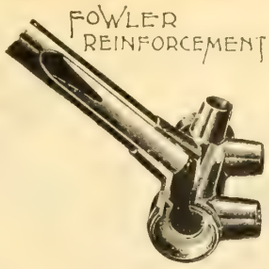


streets on Michigan Avenue. The house will be fitted up with all modern conveniences and will be an ideal home for a cycling club. The South Sides expects to get 500 members before moving into the new place.

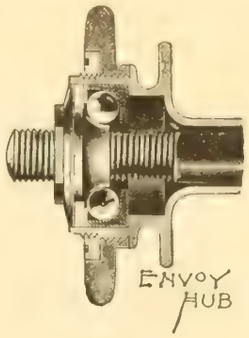
Thomas G. Allen, he of globe girdling fame, gave four interesting lectures on "Across Asia on a Bicycle," at Central Music Hall, Chicago, last week. Mr. Allen is a very entertaining talker and his lectures are more than interesting.

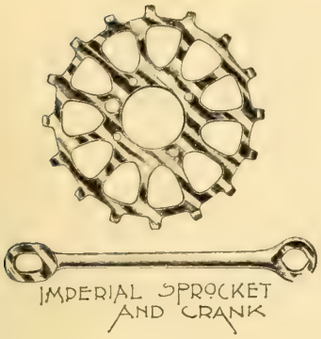
CLIPPINGS FROM THE CATALOGUES

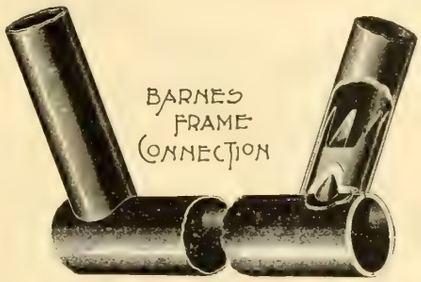

RELAY HUB


FOWLER REINFORCEMENT


WAVERLY ADJUSTMENT


ENVOY HUB

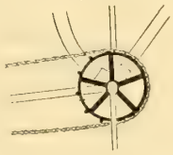

IMPERIAL SPROCKET AND CRANK

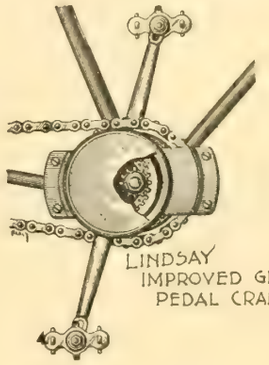

BARNES FRAME CONNECTION

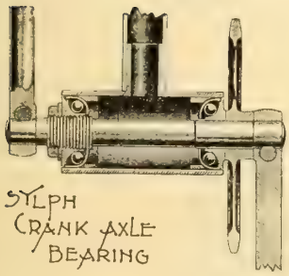

SMALLEY DOUBLE FORK CROWN

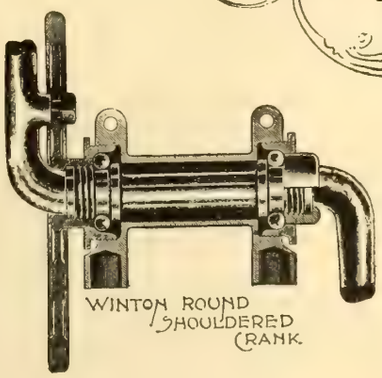

BLACK CYCLOIDAL SPROCKET

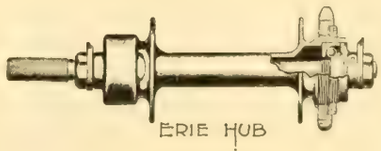

ROYAL STEERING HEAD

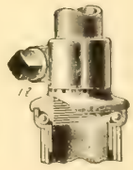

THE KEATING CURVE

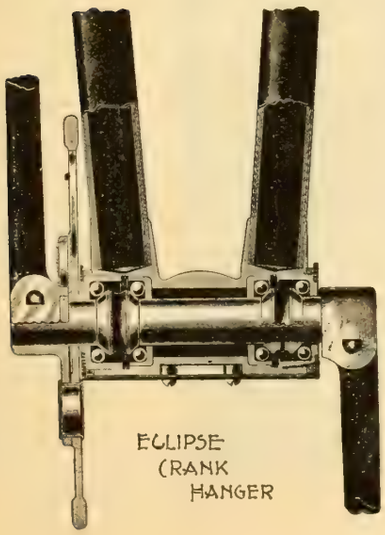

LINDSAY IMPROVED GEAR PEDAL CRANK

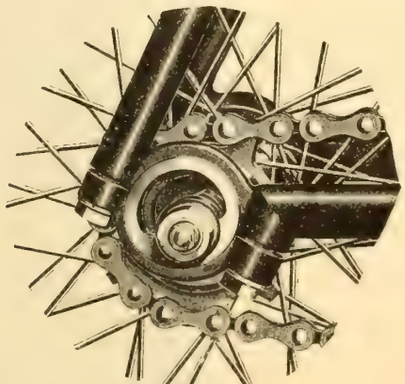

SYLPH CRANK AXLE BEARING


WINTON ROUND SHOULDERED CRANK


ERIE HUB


WARWICK HEAD ADJUSTMENT


ECLIPSE CRANK HANGER


WOLFF AMERICAN PATENT CHAIN ADJUSTMENT


PHOENIX FORKS

The Bearings — The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. II. CHICAGO, MARCH 1, 1895. No. 26.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

THE PITH OF IT!

When you wade through all the advertisements of the makers who are "putting up" for the All-American Mexican trip, and the correspondents' various accounts of the journey, the one thing that sinks into insignificance all the claims made by our competitors as to what a great wheel they make (on account of their "hired men" winning some races thereon and breaking a few state records) are these few lines in "The Bearings'" last issue, which run as follows:

"Monk Sunburn, of Chicago, 'The Bearings'' tourist, arrived in town (San Antonio, Texas) sunburned in earnest, having toured from Cincinnati, Ohio, starting November 17, to intercept the party at this point. In his 1,800-mile journey he had used a ***'Fowler Bantam'*** without a ***single mishap.***"

There, buyers of cycles, is the ***pith*** of the thing! What do you care a "hair-pin's worth" how many races have been won or records broken on racing wheels, ***when you want a road wheel?***

Eighteen hundred miles on a 23-lb. "FOWLER" is what you are looking at, isn't it? That's the test of bicycle building—not performances of well-trained "hired men" on special made "racing wheels."

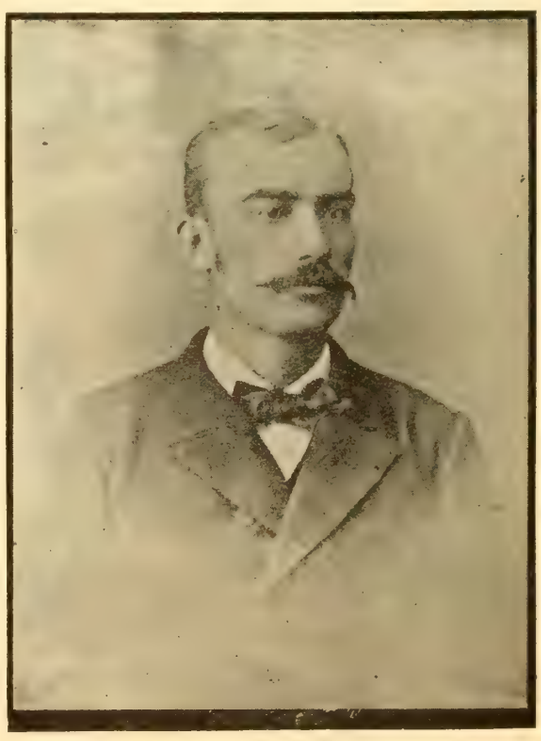
THE FOWLER IN COLORADO.

Geo. E. Hannan, Denver, Col. Who hasn't heard of him? A hustling, high grade, reliable agent, who has sold considerable over 1,000 wheels for several years past, and who expects to reach the 1,800 mark this year. An enthusiastic rider, a good, level-headed, keen business man, has an immense store, and The Fowler is one of his high grade lines. He sold between 85 and 100 last year, and he knows what they are. He has closed a contract for Colorado, and all applications from that state should go to him.

We wonder how many of our readers partook of the Denver Ramblers "good things," at the greatest League Meet in the history of that organization, at Denver, last summer? Geo. E. is one of the "king pins" of that most flourishing club, and he is sure enough an enthusiastic Rambler Club man—an enthusiast at anything he takes hold of. That is the reason of his success.

FACTS WITH PINS ON.

A competitor got on his "muscle" recently and hurled this crushing, life-destroying accusation at us: "Why, we've got 50 sq. ft. in our factory to one in yours!" Yes, we say, that may be so, but the product of our one to fifty factory is not forced into auction rooms because we can't sell them to A-1 dealers.



G. E. HANNAN.

THE BEARINGS
The Cycling Authority of America

THE Fowler TRUTH

A SENSATION SURE.

What a rip-snorting sensation would be sprung on the unsuspecting public if certain trainers of record-chasing teams of '93 and '94 would open their flood-gates of knowledge as to how ***some records*** were obtained—the cost of same, etc., etc.

It is not our aim, desire, or intention to say more on this particular subject. We are only lead to a slight reference to a matter by knowledge which has come to light within the last few days, which prompts us to say that the desire of some people for advertising material, in the shape of records, cannot be called anything else than premeditated dishonesty.

Those who have honestly and fairly sought for and obtained records—this has no reference to those whose consciences the reading of this will hurt—let them wear the shoe if it fits.

THE PHRASE AWARD.

The following ten persons have been awarded $1 each, as per last week's TRUTH. As then stated, should we ever adopt regularly any of the phrases submitted, we will pay the $10, as announced. From time to time we will give some of the phrases submitted, together with some poetry which convinces us that some persons are in the wrong vocation:

T. C. KANTZ, Selins Grove, Pa.
"GATES," San Francisco, Cal.
C. E. TICKNER, Orlando, Fla.
H. H. WYLIE, Chicago, Ill.
ED. A. SPRONE, Jamesport, Mo.
F. D. HOPKINS, Wausau, Wis.
HARRISON C. HALL, New Castle, Pa.
F. P. RONNAN, Halifax, Nova Scotia.
VICTOR C. LABADIE, Galveston, Tex.
W. W. W. ROBERTS, Richmond Hill, Long Island.

In an argument with a Class B man recently, the writer made him admit, reluctantly, however, that if there was ***enough*** "money in it" that he would ride any $35 wheel on the market. Without maligning the large body of Class B men in this country, we believe that 99½ per cent. of them will ride any wheel, no matter what, if there is ***enough*** "money in it." But that's all right! It is no discredit to the B men that they are not working for their health or glory, but for what there is in it. But for a maker to say that this B man or that B man has chosen their make of wheels for their season's mount by reason of their excellence, ***is all bosh.*** It's simply because they got more $$ for riding it.

Gentlemen, the only one you are fooling is yourself. You are not fooling your purse, however, which you will discover at the end of the season, by reason of its emptiness.

You may have some wins and some records, and of course that's all you are after.

A NEW "FOWLER."

Born February 22, 1895, a new model "Fowler"; something entirely new. Look for cut next week. We're after a name for it. You can make $5 by naming it to suit us.

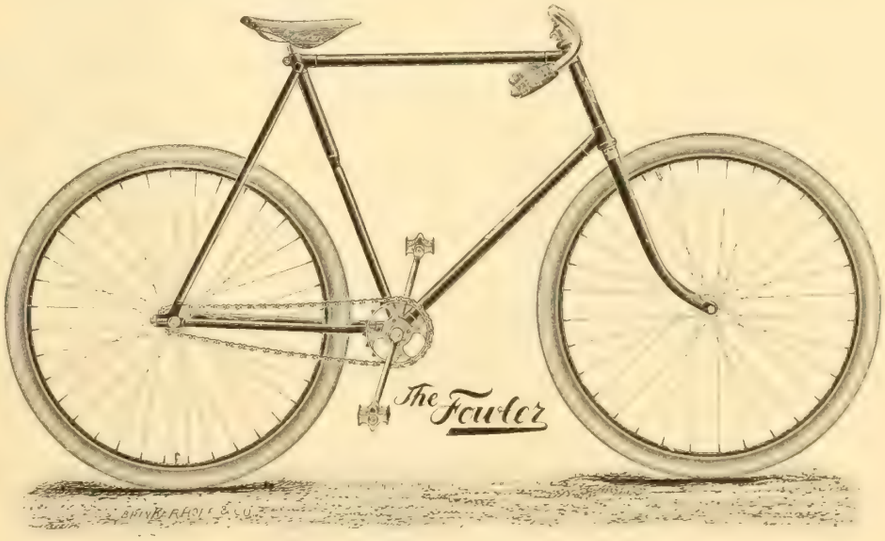
The New Fowler Bantam and the Fowler King B. are rightly named. We want another name for something new. It is an original wheel. Watch others tag after its style.

SETS THE PACE AND WINS.

You, no doubt, have noticed how some of our competitors are copying THE FOWLER TRUTH, either in having regular news items around a three-quarter page "ad" (they pay for a full page) or else they run the matter solid. Thanks, gentlemen! Your hired advertising men do us "proud." Keep it up! Keep it up! You'll have a heading by-and-by, but there will always be one truth—THE FOWLER TRUTH.

LOOK OUT FOR IT!

The world will be, no doubt, startled and agitated beyond measure at the news that some of the "salaried riders" in Mexico have won the Mexican National Championship. What a wonderful amount of credit for any wheel, to have it ridden by some "hired man" in defeating riders for a National Championship, who haven't ridden a mile under 2:20. Ye gods! Advertising matter in some quarters must be running low!



HERE IT IS.

Most highly finished bicycle in the world—the Fowler. We present to our readers the only picture of the "FOWLER" that has this year appeared in the press. Our catalogue tells all about it in detail. Hasn't it the best and handsomest lines of any wheel yet shown?

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

BICYCLE DAY IN BOSTON.

Clubmen Turn Out in Large Numbers to See the New Wheels on Exhibition at the Hub.

BOSTON, Feb. 23.—Yesterday was bicycle day in Boston. Every one of the local dealers, whether manufacturing branches or agents, kept open house from morning till night and at most of the stores there were refreshments of various and attractive kinds. The crowd which made the rounds of the stores this year far eclipsed that of any former year and in some stores it was almost impossible to enter the door. One very hopeful thing about the formal opening of the bicycle trade season this year is the fact that many wheels were actually sold yesterday and this is something that very much surprised some of the more unsophisticated dealers. Few of them tried to sell wheels or talk trade at all except to show the wheels when asked about them. But they sold wheels just the same. They all agree that this is to be the biggest year in Boston in the trade that we have ever had here.

The Eagle Bicycle Co.'s branch on Portland Street, where smiling Carle Cubberly keeps watch and ward over the aluminum rims, was crowded all day. Carle was in attendance of course and showed to his visitors for the first time his spacious repairing department in the basement, presided over by Superintendent Merritt. It was a very interesting feature of his display.

John Wood, Jr., on new Washington Street kept open house all day and entertained his many friends with the description of the full line of wheels for which he is the agent.

At Stevens, Freeze & Co., Hanover and Court streets, the bicycle department is in charge of Eddie McDuffie and

Everybody Knows Eddie McDuffie.

They handle the Remington, Lovell, Columbia, and several other wheels, and yesterday Eddie dispensed sandwiches, cigars, and coffee to all his callers.

On the Row the crowds were very large, whole clubs coming in from out of town in a body and making the rounds up and down the avenue. At the Indiana company's store, where A. O. McGarrett and Fred Graves are to be found, the crowd was simply immense. It was almost impossible to get inside the door. During the afternoon, the Germania band discoursed street strains and drew the crowds inside the door.

At the next door, at B. B. Emery & Co.'s, there was a band of colored troubadors perched up on a platform and all day long they sang and played and played and sang till it was impossible to think inside the place. Cigars grew here too.

Pete Berlo entertained his friends with cigars and descriptions of his new 17-pound wheel with the 4¼ actual tread. It attracted a great deal of attention.

Across the way, W. E. Sanborn showed the Eclipse and the Beeston Humber wheels with pretty souvenirs of the Eclipse in the shape of

A Miniature Sprocket Wheel and Crank Shaft.

Needless to say, the supply was soon exhausted. Porter was seen here talking racing and wheels with the crowd.

First Vice-President George A. Perkins, of the L. A. W., was on the Row in the course of the morning and called at all the stores, where he was filled up with technical descriptions.

Dudley, with his enormous floor space, was entertaining a very large crowd with coffee and doughnuts, but there didn't seem to be anybody there for all that. He had all three doors open and the crowd was flocking in and out all day long. In the middle of the floor stood Dave Harvey showing the Lovell Diamond. He had a hollow square of the wheels about him and was delivering lectures at the rate of a mile a minute.

Next door the Gormully & Jeffery outfit showed wheels under the direction of Manager Schaaf, and they gave away the little round celluloid calendars which this house is famous for. It looked like a solid wheel with a copper rim on it. The crowd here found nothing but vernal decorations to entertain and attract them, but they stayed and heard all about the merits of the Ramblers.

Brown's Bicycle Inn was crowded too. Here through the summer you may stall your steel steed while you are at business, and find it ready for you at night clean and in fine order for the home going.

At the Overman Wheel Co.'s, where W. E. Miles presides, there were cigars for everybody and a pleasant greeting for all, with a corps of able assistants to explain the mysteries of all the improvements on the wheels.

The Waltham people have at last gotten out their catalogue. This will be good news to the many enthusiasts who have been waiting for it. It is a beauty, printed on bond paper, and containing many fine cuts. They gave away a porcelain button stating the fact that

The Orient is a Flyer.

A graphophone also discoursed stump speeches, songs, and one or two lectures on the virtues of the Orient.

At the Pope company's store they had given away 1,200 catalogues by noon and they had nothing to eat or drink there either. Lon Peck delivered a semi-hourly lecture on the wheel and the great crank shaft and the crowds flocked in in large numbers.

A. O. Very had his place filled. There was music, a little colored boy dressed in a Mephistophelean suit of scarlet, a counter over which coffee and crackers were dispensed, a magic leather pocketbook to the favored ones, and in fact everything to make things lively. Jimmie Clark, the "only Class A man left," as he styles himself, was here and surrounded by his friends.

Next door was George B. Shattuck & Co., Boston agents for the Stearns. Everything here was suggestive of the Yellow Fellow. They gave away oranges by the score and yellow covered buttons. Some of the crowd received very dainty paper cutters packed in yellow satin. Then there were sandwiches and coffee and cigars, and all the other fixings that go to make up an attractive opening.

Jim Linscott had many callers across the bridge and

Dispensed Hospitality with a Lavish Hand.

Manager Ross, at the Singer agency on Tremont Street, was glad to see his many friends, who filled the store from early morning till 6 o'clock, and his attractive catalogues were in great demand.

Razoux & Handy showed their complete line of Brownie wheels and a new lady's wheel called the Bloomer, a very light and shapely wheel. They had some delicious punch to treat with.

At Wright & Ditson's Billy Rowe showed up the Spalding wheel. They had no souvenirs, but Billy said there was no need of it—the wheel was enough attraction.

Arthur Langford, at Horace Partridge's, showed the Wolff wheels and gave coffee, crackers, and cheese to all comers; also cigars and advice.

At 154 Congress Street the Johnston two-speed wheel was shown in a full line and many callers were interested in the gearing which throws the wheel instantly from a high to a low gear without dismounting.

Taken altogether the season opens most encouragingly and wheels will sell well in Boston during 1895, if the testimony of the dealers is to be taken.

TRADE HAPPENINGS.

ASHLAND, KY.—John H. Eba & Co., hardware, etc., will take up bicycles. Correspondence invited with manufacturers of wheels and sundries.

CHICAGO, ILL.—The Monarch Cycle Mfg. Co., incorporated by Chandler Robbins, John W. Kiser, and John S. Emmert. Capital stock, $500,000.

NEW YORK, N. Y.—The Ringlette Bicycle Alarm Co., incorporated by Thos. G. Medinger, of New York; Henry E. Murphy, Wm. J. Hogan, and William Force, of Brooklyn, and James H. Beatty, of Hackensack, N. J. Capital stock, $30,000.

FULTON, N. Y.—C. B. Rice & Co., bicycle manufacturers of Oswego, N. Y., reported to be considering advisability of establishing a bicycle factory in Fulton. The firm report orders booked amounting to over $20,000, and they say they must have additional facilities.

WINSTON, N. C.—Wall & Huske, hardware, preparing to handle bicycle. Want prices and particulars from manufacturers of bicycles and bicycle sundries.

ALBANY, GA.—I. Jacobson, hardware, etc., will accept agency for good bicycles, and invites correspondence with manufacturers.

GRAND RAPIDS, MICH.—The Cyclone Cycle Co. has been incorporated by Geo. C. Fitch, Ensley Martin, J. C. Simons, and others. Capital stock, $25,000

DANSVILLE, N. Y.—Wm. H. Dick and Cassius J. Fritz, are preparing to commence the manufacture of bicycles.

ALEXANDRIA, LA.—O. F. Millard, hardware, etc., will take up bicycles, and is inviting correspondence with manufacturers of bicycles and bicycle sundries.

SOUTHVILLE, MASS,—M. R. Clark, bicycles, erecting new building, and will do a repair business.

MOORESVILLE, N. C.—R. H. Tomlinson, hardware, etc., is investigating with a view of adding bicycles. Invites correspondence with manufacturers.

DAWSON, GA.—Owens & Gunn, vehicles, etc., are preparing to take up bicycle, and want prices and particulars from manufacturers.

INDIANAPOLIS, IND.—C. E. Johnson, who recently invented a keyless, chainless bicycle lock, is reported to be organizing a company for the purpose of manufacturing the same. He may be addressed care of Western Union Telegraph Co.

GRAND RAPIDS, MICH.—Cycloid Wheel Co., manufacturer of bicycles, reported as having gone out of business.

PHILADELPHIA, PA.—Kennedy & Curtis, sporting goods, succeeded by George S. Kennedy.

POORMAN CYCLE SHOW.

General Poorman's Cycle Show at Cincinnati last week was a huge success. His store was crowded at all hours, the good people of Porkopolis seeming to go crazy over bicycles. There was a large attendance of the trade besides. The firms represented at the show were the Union Cycle Mfg. Co., Eagle Bicycle Co., A. Featherstone, H. A. Lozier & Co., Diamond Rubber Co., American Dunlop Tire Co., Parkhurst & Wilkinson, Columbia Rubber Works. Joseph Grimes, the largest rider in the world, was on hand, and people wondered how a 37-pound Union could carry his 474 pounds of avoirdupois. General Poorman was one of the features, and he played the host to perfection. The Cary Club, the ladies' cycling organization, acted as patronesses.

E. H. Wilcox has resigned his position as manager of agencies for E. C. Stearns & Co. to go with Humber & Co. Mr. Wilcox is an old timer, and one who knows every branch of the trade. The Humber people have secured a valuable man in "Bolav."

ENGLISH TRADE NOTES.

LONDON, Feb. 9.—The present season is likely to show that the larger manufacturers of this country are just as conservative as ever, and even if they have been compelled to alter the designs of their machines to keep pace with the times, they have not so far followed in the footsteps of the smaller firms, many of whom are sending out catalogues and price lists which are far in advance, from a practical point of view, of everything of the kind which has been hitherto attempted over here. It is not so much in the matter of gaudy pictorial covers that the price lists of the smaller makers are notable, but in the fact that sectional drawings of the various working parts of the machines made by the respective firms are given, which drawings can not fail to be of the utmost utility to the rider who is not well versed in the machanical construction of the bicycle. I suspect that in a year or two the larger companies will have to follow the lead set by their more go-a-head rivals, but as for doing anything in the way of leading in such a paltry matter as studying, say, the convenience of their customers, why, such a thing is entirely beneath their notice.

The Cyclist this week publishes a leader on the tricycle, and points out that although the machine is in no way to be compared as a commercial speculation with the rear-driving safety, yet it does undoubtedly commend itself to many middle-aged riders who are too nervous to risk the dangers of the bicycle even though the said dangers are almost imaginary. This is no doubt, true, but the tricycle has not advanced so much as it should have, done, and it seems that the larger manufacturers do not care to seriously consider it. Nevertheless the three-wheeler is not so dead as many suppose, though it is undoubtedly very seriously ill.

A gentleman has just taken out a patent for that old idea of a spring and ratchet which shall be wound up as the cycle runs down a hill and shall obtain enough force thereby to propel the machine up the next rise. I remember some such device being exploited about 1880, and at least every other year since then.

Flat handle-bars are now the fashion for road machines, and those of the manufacturers who are up-to-date are supplying them on not only roadsters but on road racers. The St. George's Engineering Co. in its new price list gives an illustration which shows how utterly ridiculous the dropped bar is. A writer in the C. T. C. *Gazette* mentioned the matter in 1888, but according to an Irishman who recently came over to England to edit an English paper, he never knows what he is talking about; so I suppose he hit on the flat-bar theory by accident.

I should very much like to know if there is such a thing as a valid patent in England. Bown recently brought out a pedal which was fixed to the crank by means of having the pin bored out centrally, internally threaded, and transversely spit. The outside was also threaded and screwed into the crank, and a taper plug was screwed into the bored out end of the pin, so that the latter was spread in the crank and securely fixed. Now W. A. Lloyd & Co. have brought out exactly the same thing and are receiving notices of it. All this must be very puzzling to the outsiders, but I suppose it is "all right."



A new joint stock company has just been registered under the title of the "Anti-Vibration Cycle Syndicate, Ltd." What it is going to do I don't know, for most certainly the days of anti-vibration cycles have passed. Still, as something must be done to keep cycle companies before the public as investments, it is doubtless quite correct.

I see that a novel electric cycle lamp has been made in your country, but particulars as to what it really does are not to hand. If it does not require recharging and is under 2½ pounds in weight, and $7 in price, send it along, for we can use it.

Sprang's puncture-proof air tube for pneumatic tires has been still further improved and as now manufactured by the Puncture Proof Tire Co. it is practically self closing under all ordinary conditions. The other day I inspected one of the latest samples of this tube, and having inflated it to a considerable extent put a penknife through it. On withdrawing the blade I found that the hole immediately closed and that the tube was positively air tight when placed in water. As the inner surface is not covered with any sticky substance, as was the case with the Silverton self-closing tube, it is not liable to perish with time or to dry and become useless. The tread of the new tube is very little thicker than an ordinary air tube and will not alter the speed of the tire in the least degree. I believe the tube will prove a really good thing, especially for road riders and genuine tourists.

The Robin Hood Cycle Co., of Nottingham, is to be wound up and the liabilities are, I understand, $15,910, while the assets amount to only $4,145. The firm came into prominence late last year as the manufacturer of the machine on which Hunt beat the 12-hour record so handsomely. The smash simply proves what I have always maintained, namely, that records are not everything.

An official investigation, which was demanded by some of the shareholders in the Beeston Tire Co., has been held, and the result is not reassuring. Out of the $295,750 subscribed, only $7,500 remain, and I understand that even this small sum is dependent to a large extent upon the original valuation. The capital has in plain language "gone," and I understand that no reconstruction is possible unless additional capital of $50,000 is subscribed. One of the directors wishes it to be known that he has been unable to look after the commercial affairs of their company, which may probably be satisfactory to him if not to the shareholders. I fancy there will be considerable difficulty in raising the additional capital required. I think Mr. Larrette is entitled to considerable credit over this unfortunate business, as he was one of the first to draw public attention to the fact that the management of the concern was not what it should be.

LONDON, Feb. 16.—The latest piece of buncombe in trade circles is the report that a tandem safety has been ordered for the personal use of the czar and czarina of Russia. I wonder whether an announcement of this kind results in a single extra sale. I don't think it does, for anybody gifted with an ordinary amount of common sense will see the folly of the thing. If the machines were ordered for the valets and maids of the lords and ladies in waiting, we could understand it.

The Beeston Tire Co. has been reconstructed after all. At the meeting held on Monday the shareholders present agreed to pay the remaining $1 on each share, and as one gentleman held as many as $175,000 worth of proxies the reconstruction scheme went through with flying colors. The next thing to do is to run the business on paying lines, and I am rather dubious as to whether this can be done, considering the present state of the tire market.

The Robin Hood Cycle Co. has been bought up by Messrs. Gamble, Upton & Co., who will, I understand, carry on the business under the old title. It is a pity that so good a firm should have collapsed, but I think it was a case of flying too high at first.

I hear that the Nelson Cycle Co. (Humber & Cripps) is exceedingly busy just now and in fact the trade generally seems to be waking up although the long spell of cold weather has doubtless had a bad effect upon the number of orders yet to hand.

The annual report of Perry & Co., Ltd., is remarkably good and the high dividend of 12½ per cent plus 2½ per cent bonus will be paid on the ordinary shares. I fancy that most of the parts makers have done fairly well, and perhaps this is the safest branch of the trade.

The action brought by the Ormonde Cycle Co. against Messrs. Bailey & Leetham, shipowners, has come to an end. A long time ago the Ormonde company forwarded some cycles, per the defendants, to a firm in Copenhagen, but after dispatch and while the goods were in transit, discovered the consignees were insolvent, and thereupon telegraphed the shipowners not to deliver. Messrs. Bailey and Leetham, however, ignored this wire and handed the three crates over to the Copenhagen firm. The Ormonde company consequently sued the shipowners for the amount and have recovered £90. The matter is one of considerable importance to the trade.

The Cycle Trade Journal this month has a leader entitled "Cycle Agents vs. Ironmongers," which goes fully into the matter I mentioned a week or so ago. The writer clearly points out that sooner or later a great portion of the retail cycle trade must pass into the hands of the more enterprising ironmongers, and that in spite of agents' unions and such like associations the manufacturers will in the end gain by doing business with established shopkeepers. There can be no doubt that at the present time there are scores of men with little or no capital who embark in the cycle trade as agents who never could start in any other line of business, and hence the bad debts which are so often incurred by manufacturers, who are in a measure compelled to let these men of straw have machines for which there is often very little likelihood of their being able to pay.

Writing of trade papers reminds me that in several conversations which I have had with some of the leadiug spirits of the trade I have heard it remarked that although one trade organ was a good thing there was no necessity for half-a-dozen, which is exactly the point I raised when the new papers were sprung upon the trade.

WILL O' THE WISP.

Another Record Broken.

This time it has been done by the Indianapolis Chain & Stamping Co., who have broken all previous records in the chain line, turning out enough chains to average a mile in length per day. It takes 300 employes to do the trick. The new patented hardened rivet, with hardened body and soft ends, is proving extremely popular, and has been universally adopted by all the leading makers of high-grade wheels.

The Pacemaker Bicycle Co., of Des Moines, Ia., claim that the National Time Recorder Co., of Milwaukee, have wrongfully appropriated the name of "Pacemaker" for their machine. The Des Moines concern have been using the name for the last three years.

SPRING CLOSE AT HAND.

Chicago's Riding Season Will Soon Open if the Good Weather Continues—Trade Prospects Bright.

The opening of the riding season in Chicago is close at hand; at least everything points in that direction. The cold weather has disappeared, the streets are rapidly becoming seas of mud, the catalogue collector is beginning to make his rounds on Cycle Row, and last but not least THE BEARINGS' woodchuck came out of his hole last Friday and seeing his shadow proceeded to get his '95 jigger ready for riding.

Trade is beginning to look up and all of the dealers seem to think that this will be the most successful season in the history of the trade. There do not seem to be any signs of price cutting and the tendency is to hold prices up to list. A BEARINGS' man made the rounds last Saturday and in nearly every place visited he found that wheels had been sold at retail. In some of the stores it was claimed that seven and eight wheels had been disposed of in one week. There seems to be a great demand for ladies' wheels, and judging by the signs there will be three times as many ladies riding this year as there were in '94. Tandems, too, have caught the popular fancy and every firm making the double machine is away behind in orders. Most of the tandems are diamond-frame machines which goes to show that the bloomer costume will be more popular than ever.

Contrary to his usual custom, THE BEARINGS' representative started his tour at the north end of town. The first call was made at the Woodrough & Hanchett's Co.'s store on Lake Street. Manager Duffett was quite busy and said that the bicycle business promised to be very large this year. The Eagle is catching on wonderfully, and Mr. Duffett feels assured that every one is beginning to think "not how cheap but how good." The Woodrough & Hanchett Co. has taken orders for thirty tandems in its territory, about ten of them being placed in Chicago. Frank Osmun will represent the Eagle on the path in Chicago this year.

It isn't very far from Eagle headquarters to the retail store of the Hill Cycle Mfg. Co. at 123 Dearborn Street. Here it was found that Manager Larsen was in Colorado selling Fowlers. C. P. Smith, Mr. Larsen's assistant, said that he had just received an order from Mr. Larsen for 150 machines and a large lot of sundries. The retail business done by this house is not to be sneezed at, for the previous week seven wheels were sold, so said Mr. Smith.

Right around the corner, at 85 Madison Street, John O. Blake was found at Rambler headquarters. Every salesman in the store had his hands full trying to wait on customers, while Mr. Blake was buried to his ears in a huge pile of correspondence. He said that

His Business had Increased Tenfold,

and that he was selling lots of wheels, both at wholesale and retail. There is a great demand for ladies' bloomer suits, and Mr. Blake showed several neat patterns that are bound to draw the dollars from feminine pockets. The day preceding sixteen suits were sold. Mr. Blake is preparing to leave for Cuba this week for a vacation. His health is run down, and he goes by his physician's orders. Mrs. Blake accompanies him.

On Wabash Avenue, just north of Madison Street, Henry Sears & Co., the big cutlery dealers, are located. A modest sign on the front windows informs passers-by that bicycles are sold by Sears & Co. Inside was found as fine a line of wheels as one would care to look at. With such excellent machines as the Phantom, Specter, and Crow, Sears & Co. will certainly do a very creditable business. The present outlook is very promising, according to the manager of their bicycle department.

Over at the Thorsen & Cassady Co.'s store on Wabash Avenue, near Madison, J. B. Thorsen was bemoaning his ill-luck. The night previous a water-main broke in the basement and between $5,000 and $10,000 worth of sporting goods and bicycles were damaged. But like a true Chicagoan, Mr. Thorsen is not letting it worry him much. The bicycle business is beginning to pick up, and promises to be good in a short while.

Dan J. Canary was not in at Spalding's emporium next door, but on every hand scurrying clerks showed that the makers of the Spalding had enough business to keep the clerks from being idle. The Spalding has caught on well in Chicago, and the indications are that it will be one of the favorite mounts of Chicago scorchers, as well as those who ride for pleasure. Samples of the Motor cycle were received last week and can be seen at Spalding's. E. J. Pennington, the inventor, is there to explain the principle of the machine.

A new face on the Row is A. H. Revell & Co., at Wabash Avenue and Adams Street. They are among the largest furniture houses in the city and have taken up bicycles. They intend to go into the business on a large scale and have already taken hold of the Eagle, Munger, and the Western Wheel Works lines, and are figuring on one more high-grade wheel. They have not as yet selected a manager for their cycling department, but will get a first-class man to take hold of and boom this branch of their huge emporium.

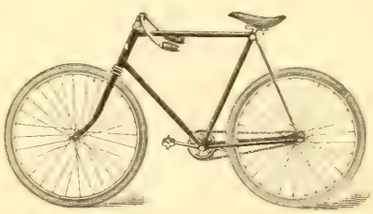
It's Quite a Long Jump to the Next Store

on the Row. The Shirk Mfg. Co., agent for the Zimmy cycles and manufacturer of the Shirk, is next in rotation. This concern, however, has not yet opened its doors to the public. Manager Pollow is working hard to get his store into shape and hopes to be able to welcome Chicago wheelmen in a short while. Next door Gleason & Schaaf hold forth with a fine line of machines made by the National Sewing Machine Co., of Belvidere, Ill. Business was reported to be very good and these enterprising agents seemed to be catching their share of customers.

PEERLESS

RIDERS MAKE THE RECORDS.
AGENTS MAKE THE PROFITS
WE MAKE THE WHEELS.

TRADE MARK



See the Wheel---It Tells About the Records.
See Us---We Tell About the Profits.

Bluebirds come with the spring, but our

BLUEBIRD is already here!

As of old the Peerless Bluebird Racer will be seen at the head of the procession.

Make a Note:
All Peerless Bicycles have Blue Rims.



See that Name Peerless "Just a Little Better than the Best."

PEERLESS MFG. CO.,
CLEVELAND, OHIO.

The Man that Wants to Handle a Splendid Wheel at a LIVING DISCOUNT Should Write Us.

By the way:
SEND FOR CATALOGUE.

MENTION THE BEARING.

Hales & Anderson have probably the best location on the Row. They are situated in the old Ariel store at the northwest corner of Van Buren Street and Wabash Avenue, where they are showing Ariels, Wolf Americans, and Norwoods. Charley Anderson has his hands full these days showing the new model of the Wolf American which he received only last Friday. Hales & Anderson have just taken the agency for this wheel and it looks as if it would be a winner.

The Excelsior Supply Co. is located on the northeast corner with the Thistle and Featherstone lines. At the present time the store is being thoroughly renovated, and the calciminers were in full possession when THE BEARINGS' man called. But the workmen did not scare Manager Plumb any and that energetic salesman was selling wheels to three different persons at the same time. Between sentences he said that he hadn't anything to complain of and that business was remarkably good for this season of the year. "But then, you know, it is always easy to sell good wheels," he concluded.

On the southeast corner Bliss and Lumsden were on exhibition and were standing in the window so that the people passing by could admire them and the Monarch. However they were not allowed to stand there long, for about every minute a prospective customer would drop in and they would talk Monarch until it was a miracle that the man could escape them. These racing men have done a splendid business since they opened the first of the year and

The Monarch Company Secured a Prize

when it landed these favorites.

Catacorner across the street, at 285 Wabash Avenue, the four-storied establishment of the Sieg & Walpole Mfg. Co. is running full blast. Even before one enters the door he knows that this firm is doing a splendid business. On the ground floor (Sieg calls it the second story) the Sterling, Lu-mi-nums, Falcons, and Windsor are being sold almost as fast as the proverbial hot cakes. On the next floor sundries are kept, while the office floor is devoted to the Perfection repair kits and other sundries made by Sieg & Walpole. Mr. Walpole said that he couldn't complain of the business being done and that he was managing to hold up his end.

"Jack" Templeton, ex-secretary of the Century Road Club, wouldn't stop working long enough to talk Victor to the newspaper man. "I'm too busy filling orders, you know," he explained. "You know our manager, C. R. Overman, is on his honeymoon and it doesn't leave me any time to loaf. "Mr. Overman was married to Miss Caroline Lingle at Perth Amboy, N. J., Wednesday, February 20. When he returns from his honeymoon he will live at the Hotel Metropole.

Pushing through a small crowd next door the scribe found himself in the presence of O. B. Jackson, manager of the Pope Mfg. Co.'s Chicago branch. The large salesroom seemed to have more than its share of visitors, for in every part of the room little knots of people were gathered around models of the '95 Columbia. The salesmen were obliged to use troches for sore throats; they had been telling of

The Fine Points of the Columbia

so much that they were hoarse. Mr. Jackson seemed to think that this year would be a splendid one.

E. B. Preston & Co., makers of the Czar, are somewhat out of the world on Fifth Avenue, south of Polk Street, but the Czar's reputation makes it a seller no matter where the store is located. THE BEARINGS' representative found the new manager, R. W. Slusser, instructing his traveling men. Slusser is wearing his new honors easily. He thought that this would be a Czar year, and said that not a few wheels had been sold at retail. They are swamped with orders for tandems.

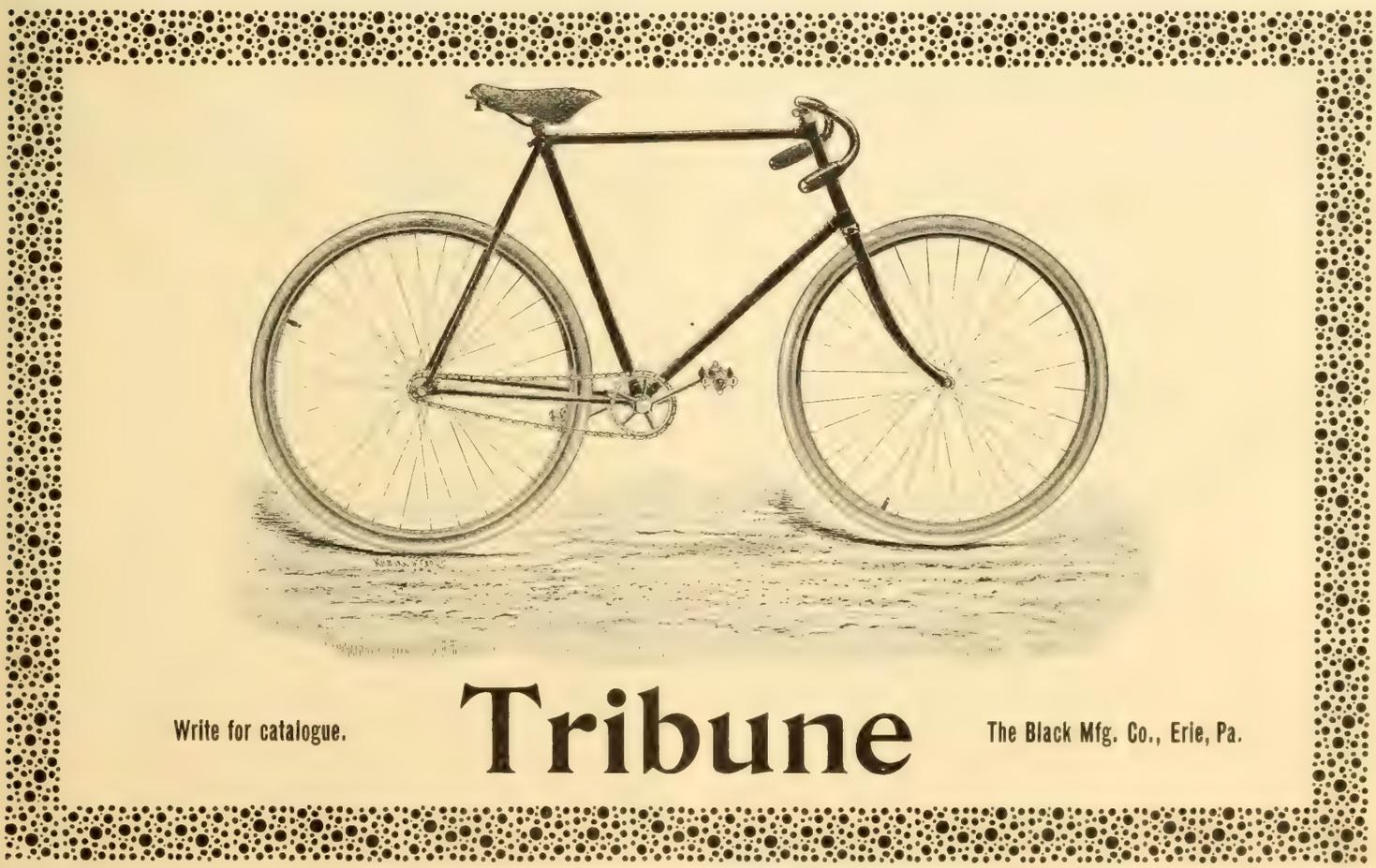
The Chicago branch of the Indiana Bicycle Co. is not on Cycle Row proper, but a finer location would be hard to find. The store is on Madison Street, near Fifth Avenue, and thousands and thousands of people pass the place daily. Madison Street is the connecting thoroughfare between the West and South sides, and more persons use the street than any other in the city. The Indiana company has a very finely appointed place, and its prospects are of the brighest.

Owing to increased business the Gibson & Prentiss Cycle Co. has been compelled to reinforce its help in all branches. F. L. Hartmayer has been engaged as manager of the office and sales department. He has been prominently connected with a number of organizations in this city, and was for two years president of the Buffalo Ramblers Bicycle Club.

E. C. Stearns & Co. announce that they shall be unable to accept agency applications from now on. Even with the large force of men which they are working night and day they are unable to build more bicycles than will keep their present list of agents supplied. They expect to considerably increase their output.

E. H. Corson, who has been in the bicycle business for thirteen years, has removed from Rochester, N. H., to Nashua, N. H., to get better shipping facilities. He will make Nashua his distributing point, retaining his factory and repair shop at Rochester.

McCabe Bros., of Rock Island, Ill., doing the largest business in northwestern Illinois in drygoods, jewelry, crockery, etc., are planning to engage largely in handling bicycles this year. They expect to repair and to rent, as well as to sell all kinds of wheels.



WERNER'S SHOW OVER.

PHILADELPHIA, Feb. 24.—The first annual cycle show under the auspices of the Philadelphia Cycle Bazaar came to a termination last night. It was a success in every sense of the word, and Emil Werner, one of the chief promoters, can feel satisfied that his efforts to please the cycling public were appreciated. Ever since the opening on Saturday, February 16, the large exhibition room at 211 and 213 North Broad Street has been crowded with visitors, but last night's attendance was by far the largest. Owing to the late arrival of several wheels the exhibition was not complete until Tuesday. By that time, however, everything was in ship shape and presented a business-like appearance. The business which resulted exceeded Mr. Werner's most sanguine expectations, and in addition he has received enough advertising out of the show to keep him busy for the rest of the season. A complete list of the exhibitors and the representatives of the various firms follows: Monarch Cycle Co., Chicago, represented by C. R. Adams; the Plymouth Cycle Co., represented by W. S. Daniels; Hulbert Bros. & Co., New York, represented by Mr. West; the American Sewing Machine Co., represented by Mr. Thompson; Buffalo Wheel Co., represented by Charles Weeks; Stover Mfg. Co., represented by A. W. Goerner; Winton Bicycle Co., represented by George H. Brown; Tires, Tillinghast Mfg. Co.; New York Packing & Belting Co., represented by R. M. Popham; Hitchcock Specialty Co.; Sieg & Walpole; Peerless Mfg. Co., represented by Frank G. Silvers; Baylis, Thomas & Co., represented by H. Schwartz.

New bicycle agencies still continue to be established in this city, and during the past week two firms entered the field. The Cortland Wagon Co., of Broad and Race streets, have taken the agency of the Diana wheel. Official Handicapper Abe Powell, whose store is located at Twenty-third and Spring Garden streets, will sell the Triangle. Mr. Powell's headquarters at present are not likely to prove adequate for the business which he has prospects of receiving, and he is contemplating a removal to "Cycle Alley" (Arch Street). The Seltzer Klahr Hardware Co., of 535 Market Street, also accepted the agency of the Tribune and Relay. The Relay was formerly handled by the John T. Bailey Co., which firm went out of the business a few weeks since.

G. & J. WIN A SUIT.

The United States circuit court, of Massachusetts, has rendered a decision in the case of the Gormully & Jeffery Mfg. Co. against Philip W. Pratt and the Eastern Rubber Mfg. Co., finding Mr. Jeffery's four principal pneumatic tire patents valid and that others are infringements, and ordering an injunction, which has been issued and is now in the hands of the United States marshal for service. The decision reads as follows:

This cause came on to be heard at the present October term upon pleadings and upon motion of the counsel for complainant, and it appearing that the bill of complaint was taken *pro confesso* against the said Philip W. Pratt on the 26th day of November, 1894, for want of appearance. Now upon consideration thereof, to wit: January 1, 1895,

It is ordered, adjudged, and decreed as follows: Namely, that the four several letters patent referred to in the complainant's bill of complaint, being letters patent of the United States granted Thos. B. Jeffery, dated June 16, 1891, No. 454,115; letters patent of the United States granted Thos. B. Jeffery, dated January 5, 1892, No. 466,565; letters patent of the United States granted Thos. B. Jeffery, dated January 12, 1892, No. 466,789; letters patent of the United States granted Thos. B. Jeffery, dated July 17, 1894, No. 523,314 (all of said letters patent relating to wheel tires) are good and valid letters patent respectively, and that the said Thos. B. Jeffery was the original and first inventor of the improvements described and claimed therein respectively, and that the said defendant has infringed the said patent. and upon the exclusive rights of the complainant under same.

And it is further ordered, adjudged, and decreed that complainant recover of said defendant the profits which he has received or made, or which have accrued to him from said infringement by the manufacture, use, or sale of the improvements described and secured by said letters patent respectively at any and all times since the date of the grant respectively of the same, and in addition, thereto, the damages which the complainant has sustained.

And it is further ordered, adjudged, and decreed that it be referred to Payson E. Tucker, Esquire, a master *pro hac vice* of this court, to take and report to the court an account of the profits which the said defendant has received, or which have arisen or accrued to him from the infringement of the patented inventions by unlawfully making, using, or vending the same as alleged in the bill, and to ascertain and report the damages, if any, in addition to the profits, which the complainant has sustained thereby since the first day of July, A. D., 1891.

And it is further ordered, adjudged, and decreed that a perpetual injunction be issued against the said defendant according to the prayer of the bill.

And it is further ordered, adjudged, and decreed that the complainant recover of the said defendant its costs of suit.

By the court: (Signed) ALEXANDER H. TROWBRIDGE, *Clerk*.

THE ENGLISH CYCLE TRADE.

LONDON, Feb. 1.—It is easy enough to shut one's eyes to unpleasant facts until they become too prominent to be further ignored, and this is called, in language that is none the less uncomplimentary for being picturesque, "living in a fool's paradise." I hardly like to apply this term to the English cycle maker, as he is generally honest in his convictions, and if he scoffs at the threat of American competition in his own market it is because he firmly believes that the thing is impossible. It is considered to be a bit of amusing audacity for the American cycle maker to come and plant his wares down on John Bull's own counter. In the first place it is asked: What can the American maker know about the requirements of English buyers? He can not, it is contended, offer a better machine under as favorable conditions as that being turned out by the English firm. It has needed, it is argued, a great many years for the home manufacturer to ascertain exactly the requirements of buyers, and how it is possible for the American to hope that he will attain the same end by paying a flying visit to this country passes his comprehension.

But there is a little point that is overlooked. A buyer never knows exactly what he wants. He will choose one thing that he thinks will suit him in every detail, and will then perhaps come across another that seems to meet his needs a great deal better. It is through seeing a thing and learning to appreciate its merits that he comes to look upon it as his ideal. To illustrate this point take the case of the pneumatic tire. In the days of the solid tire a wheel was looked upon as the acme of perfection if it contained all the latest improvements, but directly the pneumatic tire came into being—and who ever thought of such a possibility?—the solid tire wheels were a drug on the market. It was the manufacturer who introduced the improvement and made it indispensable to cyclists, and the buyer was quick to see the merit of the new invention. In the same way the English makers think that their wheels are superior to any turned out elsewhere and more adapted to the needs of the English rider. But if the peculiarities which make the American wheels a distinctive feature come to be looked upon favorably by the buyer it is evident that they will mark a distinct advance and will score greatly over the English machines. I do not say that the American novelties in wheel construction will infallibly catch on in this country—this can only be found out by actual experience—but I bring it forward as an illustration of what may happen. To this extent, it seems to be very unwise of the English makers to attempt to ignore the force of American competition. They still seem to think that the English wheels are the standard of excellence in the United States and that the American cycles are years behind the newest English designs. They object to them principally on the score of weight. In this country we have altogether given up the manufacture of very light wheels except for racing purposes, and experienced riders now use wheels of about thirty or thirty-four pounds weight, all on. The idea of twenty-three pound machines for stiff road work, such as are being turned out in America, is considered a very bad one. A really trustworthy machine of that weight can not be made at the English works—or at least no one cares about putting it to the test—and manufacturers affect not to believe in the claims of American firms that with superior workmanship and scientific construction good durable machines can be made much lighter than they are in England.

Again, people are asking themselves how it is possible for the American firms to sell wheels on the English market at the same price as the native machines. Taking the view of a well-known American maker, who has just called upon me, the reply is this: There are very few English makers who manufacture every part of their wheels. The balls are purchased from one source, the forgings from another, and so on, and the completed machine represents the work of several firms, each of whom has had its share of profit. It is evident that such being the case sufficient economy can not be effected to sell the wheel, which will defy the competition of American wheels, every part of which, with the exception of the tires, is produced in the factory. It is this concentration of manufacture that is the great secret of American success in the cycle as well as in all other industries. If English makers are to maintain their lead in neutral markets they will have to effect economy of manufacture in the same way. But they will not see the necessity of this before it is, perhaps, too late. They think that the American wheels have no chance of being taken up in England, but I have pretty clear proof that they will be to a more or less extent. The American manufacturer referred to above has been inviting inquiries concerning his wheels, and every mail brings in a batch of correspondence from all party of the country. This proves at least that the public is taking an interest in American wheels, and from stimulating interest to doing business the step is not a difficult one.

The experience of cycle makers for a long time past has not been satisfactory, if one may judge from the way in which they have been complaining of the small profits that are to be got out of the industry. While the trade was in its most flourishing condition there came into being a host of small "garret" makers who turned out wretched machines and cut down prices to a ruinous level. Of course this competition could not possibly last, as the small makers were bound to go up Queer Street sooner or later, and though plenty of them are still in existence they do not constitute any menace to the bona fide cycle firm. Consequently the reports during the past year have been more encouraging, and these are borne out by the statistics of export business just issued for the year 1894. The value of cycles sent away in that period was slightly under $5,000,000, which is the highest figure yet recorded. This was an increase of $636,684 over 1893 and $1,331,624 over 1892. The bulk of the trade is done with France, Germany, and Italy, while business has rapidly been growing with Russia.

How to Attach Threaded Pedal Pins to Cranks.

On account of the errors of many manufacturers in attaching pedals to cranks by threading them in with the right and left threads, manufacturers of bicycles using the Brandenburg pedals in this way should notice that the right-hand threaded pin should go in the right-hand crank, and the left-hand threaded pin should go in the left-hand crank. At first thought this would seem to be wrong, but a practical demonstration will show that it is correct. The intermediate action of the balls has everything to do with turning the pins in cranks in the direction the machine is going. Put them on in this way and you will have no trouble.

C. D. Cutting, well known locally as one of the fastest Class A men in Chicago, is looking for a position in the bicycle business. Cutting is fully posted in all branches of the trade and is a good salesman. His Chicago address is 302 Irving Avenue.

WHAT IS YOUR OPINION?

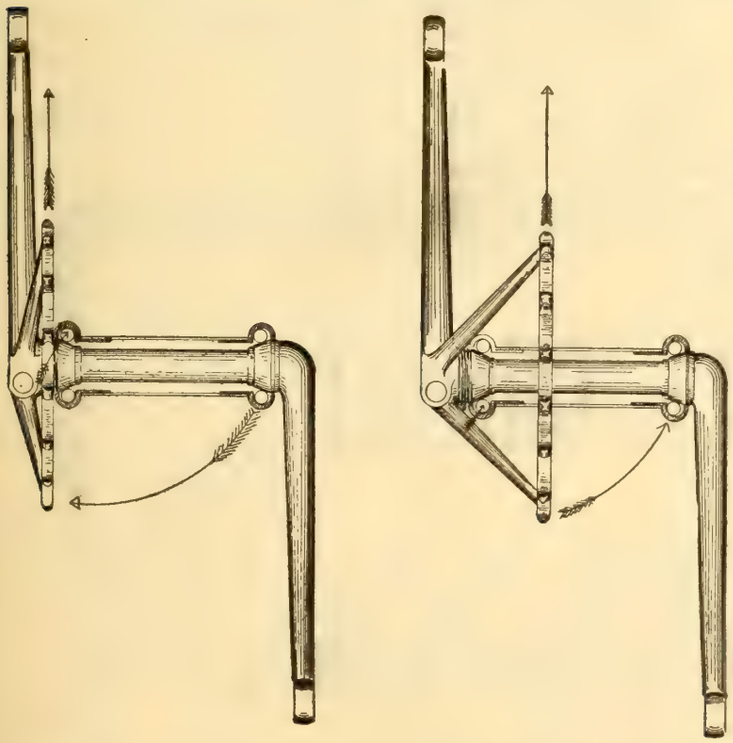
THE BEARINGS is in receipt of a very interesting communication from Kansas. Several important mechanical problems are involved and the discussion of the question should be an interesting one to the trade. The communication from the Kansan reads as follows:

"EDITOR THE BEARINGS: Two of your subscribers here, A and B, have had a discussion regarding the merits of dished sprocket wheels. The writer has tried fairly to embody each man's ideas in the statement inclosed herewith:

"A maintains that the dished sprocket wheel, as used on Rambler bicycles, whereby the line of the chain is between the bearings of crank axle, is an advantage; and that the pull of the chain is thereby more equally distributed between the two bearings; also that the chain pull under this arrangement is approximately the same as though the sprocket wheel were attached to the crank axle at a point cut by a plane of the center of all the wheel's teeth, which would be between the bearings. B maintains that the dished sprocket as used on Rambler bicycles is a detriment; that notwithstanding that the chain runs over the crank axle between the bearings the strain on said bearings is greater than with an ordinary flat sprocket wheel, because the wheel, though dished, is fastened to the crank axle outside of the bearings, and all the chain pull really is applied to the bearings from the actual point of attachment of the sprocket wheel; that the attempt to throw the strain partially upon the more distant bearing by dishing the sprocket wheel is a mechanical absurdity, and such result an impossibility; that the Rambler main bearings and dished sprocket wheel so far from being better than the ordinary arrangement are worse, from the fact that as sprocket, wheel and crank are one the force is applied to the crank axle directly beneath center of crank; that as this point, from the thickness of shank of the crank, is farther from the nearest bearing point than is the center of the ordinary flat sprocket wheel, the strain on the bearings is greater and more unequally divided."

Here's another exposition of the same idea:

"A, B, and C are rigid steel bars immovably connected at B. The proposition: A downward pull of 100 pounds at B will raise 25 pounds at A.



Query: Will a downward pull of 100 pounds at C have the same effect? A says no and B says yes.

"WICHITA, KAN., Feb. 5. WOOD RIM."

The above communication was submitted to the Gormully & Jeffery Mfg. Co., and Mr. Jeffery gave it his closest attention. His reply to the letter is as follows:

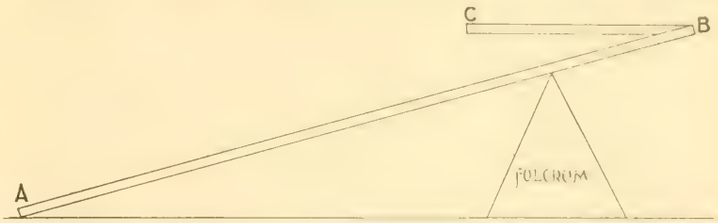
"EDITOR THE BEARINGS: Answering your favor of the 9th, we have made two sketches to show the effect of the pull of a chain on a crank-shaft provided with a dished sprocket, like that on the Rambler, and a sprocket not dished. The arrows in both sketches represent the pull of the chain in the same direction. Arrows also show the direction of the motion resulting from such pull of the chain. In one instance it is toward the space between the two rows of balls, or the bearings which support it. These two sketches, we think, show clearly that the dished sprocket acts in a different way from the flat sprocket, and in a way wholly superior.

"Yours truly, GORMULLY & JEFFERY MFG. CO.

"CHICAGO, Feb. 12. Per Thos. B. Jeffery, *Secretary*."

The same question was put to Frank Douglas, of the Kenwood company, whose clear reasoning of the elliptieal sprocket question will be remembered. Mr. Douglas says:

"EDITOR THE BEARINGS: Yours of the 9th, inclosing questions about the effect of a leverage on a dish sprocket wheel and its relations to the bearings of the sprocket-wheel shaft, is received. In answer have to say that the strain on the sprocket-wheel axle is in direct line with the center of



the chain. If the wheel attached to one end of an axle is dished enough to bring the chain directly over the opposite end of the axle from which the wheel is attached, the bearings under the line of the chain will take the entire pull of the chain. In answer to the lever and fulcrum diagram would say that the weight would not have the same effect at C as at B.

"Yours respectfully,

"CHICAGO, Feb. 12. FRANK DOUGLAS."

The columns of THE BEARINGS are open to the mechanical experts in the trade who have an opinion to voice.

LOUISVILLE TRADE.

LOUISVILLE, KY., Feb. 25.—The trade in Louisville had an addition during the past week when the Chicago Cycle Co.'s name was painted on the large store on Third and Walnut streets. W. K. Davis will be in charge of the place. In passing the place yesterday morning a number of H-T Scorchers were seen standing on the sidewalk, but no one was in the store to give any information about the wheels that will be handled.

Martin & Dressing had a small show during the past week at their place of business. The only wheels shown were those for which they have the agency, the Munger and Rouse-Hazard lines. The store was finely decorated with artificial and natural flowers and colored bunting. The Sager Mfg. Co.'s exhibit from the Chicago and New York shows was exhibited; while the Munger light-weight wheels from the same places were the greatest attractions. W. M. Perrett was on hand for three days to talk Dunlop tires, and having the whole field to himself made a very good impression upon the trade and public for his firm. The Palmer company's representative did not reach here until the last day. More people entered the store during the past week than have ever entered it before during the same time. As a result of the efforts, the firm claims to have sold twenty-one wheels during the week.

Prince Wells has made a number of alterations in his riding school and now has the most convenient one west of New York. He has put in a new floor, built new dressing and toilet rooms, and made the riding floor longer. The sides of the walls have been padded, removing the last objection that had ever been offered in regard to it. He is being pushed very hard to keep up with the orders for his grapholine and is daily in receipt of telegrams and mail orders from all over the country. His wheel business has opened in good shape with the return of fair weather, so that he hardly has enough time to talk except to a possible customer.

Jefferis Bros. are not in the least behind the others and are getting a very large share of the orders given for new wheels. They handle only the Victor and Pierce lines. G. M. Allison & Co. handle only the complete line of Columbia and Hartford wheels and are doing a splendid opening trade. Griffith & Semple are old dealers in sporting goods, and bicycles are an addition for this year's trade. They handle the Cleveland, Spalding, and Syracuse. Harbison & Gathright are agents for the south for the Tribune and Royal and are just getting their local salesroom in order for the opening of the season. Chas. Nolting & Co. are agents for the Sterling, Featherstone, and Kentucky Flier and are doing a good business. E. B. Dye & Co. are agents for the Union, Smalley, March, Keating, and Falcon lines. The Kentucky Cycle Co. is handling the Stearns, Ide, and Crawford lines.

The R. C. Whayne Mfg. Co. is discouraged in getting its orders filled by the manufacturers and is now making its arrangements to build the wheels itself. It will buy the tubing and the different parts all ready for use, and do the balance of the work in its own shop, instead of buying the frames ready for the wheels.

The Indiana Bicycle Co.'s local branch is catching on well with the local trade and the business done here during the season will compare most favorably with the other branches of the company.

R. F. Pelouze, of the firm of Hacket & Pelouze, is an enthusiastic wheelman and is now debating the question of turning the burial casket company into a bicycle manufactory. Nothing definite has been decided as yet.

The Peerless Mfg. Co., of Cleveland, Ohio, recently made a shipment of Triangle wheels to France. This is their ninth shipment that they have made to France during the past eight months. The "France" in question, is Ira O. France, Triangle agent at Akron, Ohio, and the company expect, during the coming season, to make many more shipments to "France."

THE FRISCO CYCLE SHOW.

San Francisco, Cal., Feb. 19.—The first cycle show ever held in San Francisco opened last night at the Mechanics' Pavilion, in conjunction with the five-day bicycle tournament. Over thirty makes of wheels are represented, but so far the show has not been very much of a success, the general opinion among the dealers being that it is more trouble than it is worth. They say that while the show may make a few more converts to the sport, no direct benefit will result.

The exhibits are arranged around the corridors and promenades, fifteen spaces being on one side of the building and fifteen on the other. The first exhibit on the left is that of Leavitt & Bill, who handle the Cleveland and Western Wheel Works. The exhibit is in charge of Fred Chandler. Mr. Chandler takes great pleasure in explaining the merits of his lines, especially the Swell Special which attracts much attention, being the only large tubed machine exhibited at the show.

Although the Columbia branch house has not received a full line of '95's yet, the models shown are so nicely arranged that they attract as much attention as some of the more settled makes. The stand is in charge of "Handsome Bob" Long.

The Stearns agents have the handsomest exhibit in the show. The whole booth is draped with yellow, while ferns and other decorations lend a pleasing effect to the stand and set off the "Yellow Fellows" to perfection. Johnny Johnson's racer is shown, and a tandem, triplet, and a quad are arranged one above the other. The other Stearns' models are also shown.

Eagle and Essex bicycles are shown by Perkins & Walker. The Eagle is a new wheel in this city and the aluminum rims are a taking novelty. A large stuffed eagle with wings spread mounted on an oak pedestal attracts much attention to the show.

Ramblers and Ideals are exhibited by Thos. H. B. Varney. This stand is sometimes called "the picture gallery" owing to the fact that photographs of all the men used in breaking the mile straightaway record are exhibited. The quad is the prize drawing card of the exhibit. All models of the Rambler are arranged on the stand and the whole is overtopped by a 15-pound racer suspended by wire threads.

A life-size picture of Otto Ziegler in water colors adorns the Falcon stand. One can almost imagine that Otto is right in front of oneself, so perfect is the likeness. Water colors of Harbottle and Coulter with their trainer are also shown. Of course a stuffed Falcon was exhibited.

Space No. 9 is occupied by the Boston Woven Hose & Rubber Co. which has the only tire exhibit in the show. The fence surrounding the show is very unique, being made up of inflated tires, intertwined with deflated inner tubes. This novel feature is the idea of Austin Kanzee, the never tiring young salesman for the firm. Neverslips and the Vici tires are shown. The Vici calendar is much sought for by visitors.

Hooker & Co. have one of the prettiest shows in the building. They handle the Union. Crackajacks are displayed on handsome walnut stands and the wheels stand out prominently for inspection. The background is draped with the national colors on a white surface, in the center of which is a shield framed by a wheel.

O. S. Potter, the state agent for the Halladay-Temple Scorcher, always has a crowd around his stand. This is a new agency but from the way Mr. Potter has started out he intends to push the wheel in this market.

Erie and Pierce bicycles are exhibited by the Petaluma Incubator Co., which does quite a business in the interior. It has its wheels arranged on a platform in the shape of a star.

The Indiana Bicycle Co. has one of the neatest exhibits on the north side. A 12-pound wheel is shown, and is the talk of the show.

Remingtons are shown by the Remington Arms Co. The stand is in charge of William Seaver, who is the bicycle salesman for the firm.

Phoenix and Sterling bicycles are exhibited by Mohrig & Morrill. A nine-foot giraffe is the freak of the show, and is ridden around the show every afternoon and evening. A full line of parts is shown on a plush-covered stand.

The Deere Implement Co. shows the National on a circular stand and receives its full share of attention.

The March is another new bicycle in this part of the state and is exhibited by Charles B. Shear, whose headquarters are in Oakland. The reinforced crown and cycloidal spocket are shown in the rough and finished.

Ariel wheels are show by Lew Black, the enterprising San Jose dealer.

Smith's Cash Store sells the Lovell Diamond and a wheel called the Golden Gate which is a local production and is made in five styles weighing from fifteen to twenty-four pounds. A line of electric bicycle lamps is also shown.

Victors and Victor sporting goods occupy two spaces on the north promenade. One of the features of the exhibit is a scale for the weighing of bicycles. It tells lots of tales on the feather-weight wheels and causes no end of amusement and sometimes chagrin among those who suppose that they possess 17-pound roadsters.

Monarchs are exhibited by Baker & Hamilton. A Czar tandem is also shown by this firm and its graceful lines bring forth much flattering comment.

A. C. Pillsbury, of Palo Alto, shows the Palo Alto special and a tandem of the same name. An extra light guaranteed sulky, the production of the firm, is also exhibited.

Arrow! Rex! Climax!

ARE

THE BEST TIRES FOR SPEED, LIGHTNESS, AND DURABILITY.

MANUFACTURED BY

THE EASTERN RUBBER MFG. CO.,

CATALOGUE SENT UPON REQUEST. TRENTON, N. J., U. S. A.

A NEW RAILWAY BICYCLE.

The Kalamazoo Railroad Velocipede & Car Co., of Kalamazoo, Mich., manufacturers of light railway cars, metal surface cattle guards, etc., are always seeking after improvements in their line. Their president, G. W. Miller, over a year ago designed the very light, and now perfected machine



as shown in the accompanying illustration, which, in answer to the demand for a very light-weight velocipede, that is easily handled by one person, is speedy, and at the same time as easily propelled as a road bicycle. This car has the advantage of a folding auxiliary or guide-wheel arm, so that it can be conveniently carried in a baggage car or on the platform of a coach. The guide-wheel arm is so devised that by lifting its brace rod from a socket it can be swung around parallel with the frame thus occupying a space of only eighteen inches by six feet, or only slightly more room than a road bicycle, while it is as easily handled.

This new velocipede is similar in construction to a road bicycle. The wheel rims are made of No. 16 guage tire steel, beaded outwardly at outer edge and inwardly at the center to give the greatest strength possible. The front and small auxiliary wheels both have reinforced rail flanges conforming to M. C. B. standard. The flange of 24-inch forward wheel can be adjusted with the handle-bars by the operator to run toward or from the rail, thereby making it possible to pass around the sharpest curves and over imperfect or worn frog points at a high rate of speed without danger. Also when running over straight track the operator can adjust the forward wheel so that the flange will run free from the rail avoiding any unnecessary friction.

The rear wheel has no rail flange, it being in perfect line with the forward wheel, the frame very rigid and the tread sufficiently wide to make derailment impossible. The auxiliary wheel is eleven inches diameter, has a rail flange, and is otherwise constructed throughout same as larger wheels. All three wheels are covered on the tread with a continuous rubber band 3-16 inch thick by three inches wide. The advantage of these rubber bands or tires will be readily seen by those familiar with the use of railway velocipedes, as the rubber adheres closely to the rail, thus doing away with all slipping and danger of car jumping the track when the rails are wet or frosty. These rubber bands also cause the car to run noiselessly over the rails, thus enabling the operator to detect approaching trains from the rear as well as from the front. They also take the jar from the machine, which adds a large percentage to the life of same. The manufacturers have adopted standard fittings throughout as much as possible, thus making it convenient to get repairs at any bicycle repair shop. The new railway velocipede can be propelled at the rate of twenty miles or more per hour on level track. It has standard gearing, being speeded same as on road bicycles. The weight of car without second-man attachment is fifty-five pounds; with the attachment, sixty pounds.—*Railway Review.*

It may be news to many to learn that in 1839 at the Bath and West of England Agricultural Show, held at Guilford, England, a pair of carriage wheels fitted with pneumatic tires were shown. They were made by May & Jacobs for the Duke of Northumberland, but were unsatisfactory and so the duke gave them away. They consisted of an inner tube and outer shoe the same as now, but were about ten times as heavy.

IF YOU WANT A CHEAP BICYCLE OR TANDEM YOU WILL NOT BUY AN EAGLE

WE MAKE ONLY THE BEST

THE EAGLE BICYCLE M'F'G. CO.

TORRINGTON, CONN.

A Few Things Worth Remembering.

That the address of Edwin Oliver & Co. is 21 Park Row, New York.

That they are handling the Elmore Bicycles.

That these wheels (three models, 22 to 26 lbs.) list at $75.

That they are high-grade, fetching looking mounts, better than many of those listed at bigger figures.

That Oliver & Co. are ever on the lookout for the right sort of agents.

That to all such their quotations **are** out of the common.

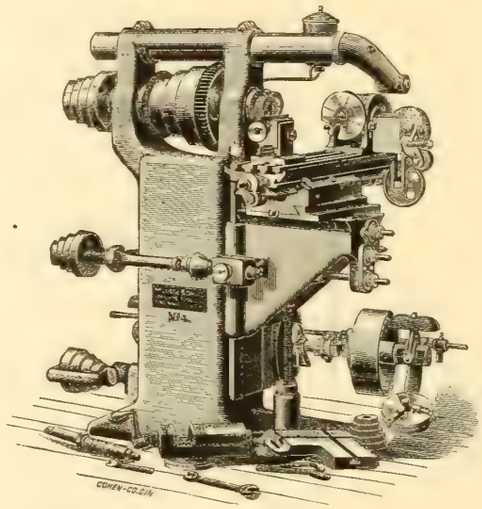
That the Tracy-Wells Co., of Columbus, are Ohio state agents for the Elmore.

That the Supplee Hardware Co., of Philadelphia, Pa., are agents for the territory in that vicinity.

Mention The Bearings.

DOING A SPLENDID BUSINESS.

The Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, have just received an order from Clark, Holgate & Co., of Defiance, Ohio, for an outfit of machine tools specially adapted to the manufacture of bicycles, including one of their latest improved No. 4 screw machines fitted with a



patent wire feed chuck and new style cut-off rest; also one of their improved milling machines and sensitive drills. The Lodge & Davis Machine Tool Co. are devoting much attention at present to the making of bicycle machinery and are in position to furnish most any kind of a machine that is used for making wheels.

Hill, Clarke & Co. report great activity in the machinery line among bicycle manufacturers, and exceedingly satisfactory business with them and some other special lines of trade. During December and January business was so good that they say they would not wish for any increase if they could do that amount steadily throughout the year. On the other hand sales to the general run of machine shops and manufacturers have been very light. Hill, Clarke & Co. further say that the tools for which there seems to be the greatest special demand at present are the Flather lathes, Brainard milling machines, and the several varieties of screw machines and turret machinery.

With the establishment of a southern branch house by the Monarch Cycle Co. at Memphis, Tenn., the past month, the bicycle trade in that section promises to assume new importance. In charge of the branch house is R. F. Bunting, lately the southern representative of the Monarch. Geo. H. Bunting will be superintendent of agencies. A fine location has been secured at 44 Monroe Street, one of the best business thoroughfares in the city, where the office, repository, and salesroom are located. The Monarch's entire southern trade will be handled through this department. Four traveling salesmen are now on the road and are meeting with good success.

A. W. Shattuck, for some time past with Schoverling, Daly & Gales, New York, has become identified with the Peerless Mfg. Co., of Cleveland, Ohio, and will hereafter travel for them, selling Peerless and Triangle bicycles in New England, in which territory Mr. Shattuck has an extensive acquaintance.

Dr. C. S. Fletcher, of Indianapolis, is making a tour awheel of Egypt and for his riding had the Record Mfg. Co., of the same city, build him a special Record for this purpose.

H. G. Shaver, of Stratford, Ont., is Canadian representative for the Keating, controls the Niagara's sale in Canada. He also controls the Tillinghast tire.

Fred H. Allen, of Springfield, Mass., has signed with E. C. Stearns & Co. for 1895, and will be a member of the Stearns team.

W. B. Osgood, for the past year manager of the Keating Wheel Co., has resigned. His future plans are as yet undecided.

Fred Graves is anxious to try the ride from Boston to New York some time during the coming season in 24 hours.

Farwell, Ozmun, Kirk & Co., St. Paul, Minn., will have a racing team in 1895 to advertise Syracuse bicycles.

Quilling Bros., of the Euclid Bicycle Co., will handle the Sterling in Cleveland and vicinity this year.

It is rumored that Harry Tyler is to ride under the Boston Press Club colors this year.

The Kirby Cycle Co., of Chattanooga, Tenn., will open a new bicycle store March 1.

The Czar and Czarina, of Russia, have ordered a Raleigh tandem for their own use.

William Cahn, manager of the American Dunlop Tire Co.'s Chicago branch, has resigned his position and has returned to New York. Cahn is a hustler and has made the Dunlop tire well known in the west since he has been in this territory.

H. A. Christy has placed the exclusive United States selling agency for his anatomical saddle with A. G. Spalding & Bros. This saddle has the indorsement of many of the leading physicians and is having a large sale. It can be seen and ridden at Spalding's riding school.

J. R. Werner, of A. M. Scheffey & Co., of New York, is in Chicago this week. He is on the road with Miller's lamps and so far has had phenomenal luck. He is now engineering a big deal in this city.

E. D. Rockwell, president and superintendent of the New Departure Bell Co., has resigned his position and will take a much-needed vacation. Mr. Rockwell is still one of the largest stockholders in the concern. He has been succeeded by A. F. Rockwell.



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REMOVES RUST.
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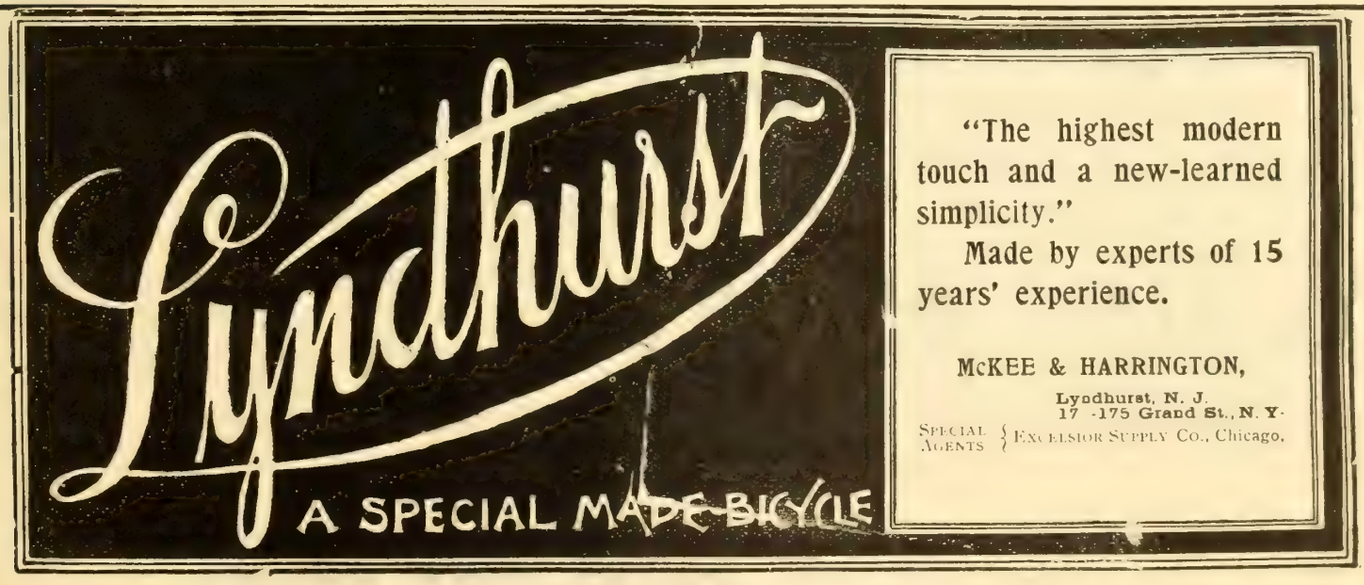
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SHIRK—16, 19, 22 lbs. Ladies', 23 lbs.
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Hustlers wanted to represent a hustling concern.

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THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol XI

No 6

CHICAGO, MARCH 8, 1895.

SCARED THE MEXICANS.

Callahan's Terrific Sprint Keeps the Local Men out of the Handicaps—Good Day's Racing.

CITY OF MEXICO, Feb. 24.—Today's tournament was as successful as last Sunday's. The quarter-mile track at Rancho Auzures was in better shape, the adobe surface working finely under the now more experienced hands of the two-score sunburned Indians. The great grand stand, one-sixteenth of a mile long, and topped off by a long row of covered boxes, is nearing completion. Such a grand stand seats more than the great stand at Springfield. Were the stand to be packed to suffocation, as are the stands at the Massachusetts town, the owner's fortune would be made.



LUIS BRAUER.

Don Senor Malo, by the way, has dropped a fortune in this city. At one time he could count $3,000,000 in property, owning the narrow-gauge street-car system of the city. The broad-gauge system broke him, and he dropped his all in the fight. Senor Malo's wife died, as did his competitor, and he married the widow of the rival street-car magnate, regaining his fortune. His wife possesses the fortune, and Senor Malo devotes his time to the propagation of his pet hobby, the Rancho Auzures.

This Ranch Will be a Wonderland

when completed and on a par with one of Chicago's great parks. Nearly $5,000 has been spent already and three times that amount will be needed before the grounds are completed. But Senor Malo will lose money on his cycle venture (the track and grand stand costing him $7,000), for a rival track much nearer the city is to be completed before another winter for the international race meet of December next. With a scientifically constructed third-mile track on the lines of El Paso, much nearer and more convenient to the city, the track of Senor Malo will go into the background as Parkside's quarter-mile track did in Chicago when the one-third mile track at Thirty-fifth Street was completed.

Another grand day, warm and sunshiny, and with no very perceptible wind, was granted the wheelmen.

The Day Was a Special Holiday—

Carnival Sunday—and there was a great bull fight, imported bulls, matadores, and all that and three performances at Orrin's circus to fire the Mexicans' blood. The crowd at the cycle races was for the most part American, and very swell. The native Mexican has yet to be educated to cycle racing as a sport. Your Mexican wants blood. He likes to see horses torn to pieces, to see bulls fight against long odds for their life, and occasionally to see a man killed. Were Cabanne, Darmer, Osgood, Githens, Munger, and others of our American high and lofty tumblers down here to show the Mexicans that blood may be spilled and limbs and bodies torn and bruised in a cycle race, then the Mexicans

Would be Wild Over the Sport.

Up to the present time Callahan has had two tumbles and Levy one. None of the others have come down in a single instance.

Nicolet again captured the crowd today, showing a number of new tricks. For a week he has been practising. Last night he appeared at Orrin's circus, a benefit performance in honor of Washington's birthday. Nicolet entered the ring over the stage, riding down a flight of stairs into the ring. He gave a first-class performance without a slip, receiving the plaudits of 15,000 people at the close.

Harry Maddox had not recovered fully from his indisposition of last Sunday, and decided not to ride today. Callahan rode well, but was sick. Doctor Brown was

The Man of the Day,

taking the quarter and mile open races in good style. In the quarter-mile Nicolet got away grandly on the pole. Brown passed him on the back stretch, winning by but a length in 34⅘. Callahan was third.

Leonert cut the pace at a terrible clip in the half-mile open and was jumped by Doctor Brown. The two Buffalo boys fought a noble battle and Leonert won second place by a foot, a length back of Brown.

Since Callahan's great sprints at Pueblo and at last Sunday's race meets, the local men have looked upon him as a terror. When the local man, Flores, could win by only six inches in a two-mile race and be given a handicap of 350 yards, no one wants to compete against Callahan. All stayed out of the mile handicap in consequence today. Callahan started scratch and won over Nicolet by several lengths. Nicolet had fifty yards handicap.

A Sensational Mile Tandem Race

was billed for today with Brauer, the champion, and Rene Sarre, the ex-champion, on different tandems—Brauer with Callahan and Sarre with Maddox. Unfortunately a clumsy mounted policeman on an unmanageable horse ran into one of the tandems going to the track and broke the steering chain. Brown and Leonert rode an exhibition unpaced mile in 2:20 (good time for a low banked track), establishing a Mexican record.



RENE SARRE.

The week has been a quiet and almost uneventful one for the visiting team. The pleasure-seeking ones went on a boat ride up the canal on Wednesday as the guests of Fredericko Tregueros, secretary of the Cyclists' Union Club. Senor Tregueros has devoted a great deal of time to the entertainment of the visitors, all of which they appreciate.

Wednesday's Trip was a Jolly One,

taking all day. The party returned literally scorched by the burning sun, and today every one is peeling skin from faces and arms.

The weather improves daily here. Rain has not fallen since the party left San Antonio, and a cloudy day has never been seen. As successful cycle races can be held only on Sunday the men have enjoyed a lazy life, training for an hour every afternoon and loafing the rest of the time. The number thirteen appeared again this week in a rather peculiar way. Nicolet's performance on the programme at the circus last night was numbered thirteen, and when the party that straggled in to see him ride came to be counted there were just thirteen.

SANGER WANTS CASH PRIZES.

The Milwaukee Giant Threatens to Join the Professionals in 1895 —Disgusted with Class B Rules.

MILWAUKEE, WIS., March 5.—"This will probably be the last year that I will ride as an amateur and next season I will strike out for good hard cash. I am tired of riding for prizes that are of no use to me. I had hoped that the assembly would change the racing rules, but I see that they remain the same."

Thus spoke Walter C. Sanger at his home the other evening when a representative for THE BEARINGS called. Sanger was not feeling well, having a severe cold. He was not sick in bed, but remained indoors all day. He seemed pretty well dissatisfied with the rules laid down by the L. A. W. in reference to Class B riders and was not backward in expressing his views. "Yes, I am tired of this kind of business. I guess the other boys feel about the same way only they are afraid to say so. I see that Dirnberger roasts me because I have stated that I believe we ought to be able to sell our prizes. Why shouldn't we? The fact is that Dirnberger feels that way himself and were the League to allow us to do so he would be the first one to take advantage of it. What is the use of winning a lot of truck and piling it up at your home? Look at the big lamp, those trophies, the clock, that silverware," said the racer pointing at the articles in the parlor, which was profusely decorated with his winnings. "What good are they to me except that they look nice. Can I buy bread with those? Down in the cellar I have about twenty wheels stored. What shall I do with them? I suppose they will lay there until they rust.

"Were We Allowed to Sell Our Prizes

all these things would be of value to me, but as it is they are worth nothing. I will put a stop to this next season and go out and ride for cash. When I win a race then I know what I have coming. Now I get something that is worth about a third what it is advertised to be. Last year my winnings were rated to be worth $9,100, when their real value is about $2,500.

"I think that others will go over for cash prizes. The boys all see that they are missing a good thing. They see what Wheeler and Zimmerman have made. Had I ridden for cash last year I would have $5,000 more in the bank. I see that there is talk of Zim and Wheeler wanting to be reinstated in the amateur ranks. I bet that you could not hire them to go back for $5,000 a piece. Zim is going to Australia and will make money, and Wheeler is feeling a little lonely about going to France without a partner, but then he sees the cash in sight and will get over that. I suppose that it is not very pleasant to go there if you do not speak French, but this year he will have things all his own way now that Zim is not with him.

"I see no reason why the L. A. W. can not control professional riders in a separate class. That has always been my idea about the matter. When Class B was organized a mighty howl went up that the League would go to the dogs, and that the people would not patronize races because it was leaning toward professionalism. I noticed that the races were attended as well if not better than before.

"People Want Fast Riding,

and don't care whether you are a professional, Class B, or a Class A rider. The minute that you put up a slow race they 'holler' until they are hoarse. I think if the rules had been changed so that we could sell our prizes, everything would have been all right, but as it is a number of us will probably go out for cash next year."

Sanger is looking well, and is in a condition which will make it easy for him to get into riding form. He weighs about 200 pounds, and will only have to reduce himself a few pounds. He is doing no training and has done none during the winter. Neither is he dieting. He has not been skating as much as last year for his trainer advised him not to do so because it made his legs hard. He expects that after he begins to train he will be in riding condition in about three weeks. "I will start from Milwaukee about April 1," said Sanger, "and join Schafer and the others of the team in Chicago. I think we will all meet there, but it is possible that we may call on Cabanne in St. Louis where he lives. Our first work will be in Birmingham where we will train for a couple of weeks and then gradually work our way northward to accustom ourselves to the northern climate. We will probably finish up at Louisville, where they say they have the best track in the world. I understand that the Waltham track is not in it with the Louisville track, which is banked just right. I do not know in which race I will ride first this season. There is going to be a southern circuit some time in May, and if we happen to run into one of the races we may ride, but I don't think we will go out of our way for any of them. I expect to do my first track work some time about May 30, when the season is supposed to open.

"We Will Follow the Circuit

during the summer and I don't think that I will take in the Canadian races. I will ride until November after which I will go for records.

"I intend to do more riding for records this year than I did last year. I shall also probably go after some of the paced records and keep on the track just as late as any of them because if you retire too early in the season somebody else will get after the record you have made and you will get left."

"How will the records of the coming season compare with those of last year?"

"They will go still lower. The record made by Edwards the other day does not amount to anything and it takes only a matter of grade and wind to make it still lower. It is reported that Edwards rode against the wind the last quarter. His legs probably began to give out and it seemed hard work, and those who saw the test thought it was the wind. If it was, he probably had it on his back the other three-quarters. Edwards is a fourth rate rider and in the eastern races last year showed up poorly. It is all how you strike it. If you happen to strike the wind right on the day you go against the record you will have no trouble in lowering it. All those records don't amount to much. They are not fair. But I see the League allows everything nowadays, from a tire record up, and I suppose after a while they will count the number of spokes in your wheel and figure on records from that basis. There are so many now that I can not keep track of them and I have long since given up that idea.

"Yes, I had an offer to go on the stage from the theatrical manager who was after Bliss, but I could not accept because it interfered with my contract. I have not done any riding this year. I expect a sample wheel along here in a few days when I will give it a test and see how I like the make. I think that the Spalding team will be as good as any in the country this year and I don't know of any that we will not equal."

Decoration Day Events.

Decoration Day will be royally celebrated by wheelmen, especially in Milwaukee. It will mark the opening of the bicycle season, as far as the holding of events is concerned. The Associated Cycling Clubs, which last year conducted a large parade of wheelmen, have informally announced their intention of holding the event on a grander scale again this year. This attraction alone will interest many wheelmen. But besides this a relay race, the longest ever held in the northwest, is being arranged. It is proposed to hold the race on Decoration Day and the start will be at Green Bay with the wind-up in this city. It is proposed to carry a message from the mayor of Green Bay to Mayor John C. Koch, of this city. The distance by road between the two cities is about 125 miles and between-twenty-five and thirty relays will be necessary, so that from fifty to sixty riders will participate. Green Bay is interested in the race and is conducting the arrangements, which will be completed in a few weeks.

Patitz Gives Up his Office.

Official State Handicapper A. M. Patitz whose term of office will soon expire, is not a candidate for reappointment. He will probably be succeeded by D. D. Warner, of Madison, though Gerhard Aussem, of the North Side Club of this city, is also after the office. Irwin F. Strauss, of the racing board, and Secretary-treasurer M. C. Rotier will make a recommendation to Chairman Gideon shortly.

Marinette, where the annual state meet is to be held this year, has come to the front during the week. An enthusiastic meeting of wheelmen has been held and a full-fledged club, known as the Marinette Cycling Club, is now in existence. All the members, of which there are fifty who signed the charter, belong to the League. Others are joining daily and by the time the meet is held next August Marinette will have the largest League club in the state. The meeting was presided over by F. E. Noyes, chairman, and W. C. Campbell, secretary. The election of officers resulted as follows: W. A. Brown, president; H. C. Higgins, vice-president; N. A. Lindquist, secretary; W. F. Oberbeck, treasurer; C. M. Fairchild, H. J. Brown, and J. H. McGillan, directors. Many of the members are influential business men of means who will put the club on a sound financial basis Preparations for the state meet are to be commenced at once. Just how the riders attending the meet are to be entertained has not been decided upon, but no pains or money will be spared to give them a good time. Arrangements will be made at once to put the track in good condition. The state meet will be held some time in August, but besides this Marinette is

Planning Another Big Event.

It has made application for two dates on the national circuit and promises to take good care of the wheelmen, and put up valuable prizes if the Racing Board grants the request. Marinette, from all appearances at present, will have a craze such as Ripon experienced during the past few years.

As another evidence that the bicycle is not alone for sport, the following is cited. All messengers employed by the Western Union Telegraph Co. will ride wheels hereafter when delivering messages. For years the company has been planning and scheming how to prevent loitering by the boys. Dozens of plans have been adopted and just as many failures have resulted. The boys are bound to stop on the way, if not to "guy" the banana man on the street corner, then to shoot a game of "craps" in the alley. Messages that ought to be delivered in a hurry are often delayed many minutes because the conscience of the boy has never been troubled on account of dilatory service. All these defects in the service the company believes can be overcome and extensive preparations are now being made throughout the country to mount messengers on wheels. The local office has purchased twenty and will have the boys use them as soon as the weather moderates and

The Streets are Dry.

In Omaha this experiment has been tried and found to be very successful. The company here is now teaching its boys to ride, and of course it is needless to say that the youngsters are becoming experts. Stalls have been put up where wheels can be stalled and all is in readiness to begin the experiment. The only danger that may now develop is that the boys will become too speedy and collide with electric cars and damage the wheels somewhat.

THE NEW "BULLETIN."

How Sterling Elliott Proposes to Make the Organ a Paying Investment—Boston News.

BOSTON, MASS., March 2.—Next Wednesday in New York the adjourned meeting of the National Assembly of the League of American Wheelmen will be called to order by President Willison. The only question to be considered is that affecting the settlement of the *L. A. W. Bulletin* matter. During the time which has elapsed since the adjournment of the session a week ago last Wednesday some effective work has been done by those interested in the settlement of the *Bulletin* matter, and there is every reason to suppose that the adjourned meeting will pass on all the amendments favorably and will allow the publication of a free *Bulletin* which shall be sent to each member who voluntarily subscribes. But the conditions are to be so fixed that about the only thing a League member can do is to voluntarily subscribe. In the first place it is proposed to place the annual dues at $1. This sum is to include the voluntary subscription.

The proposition which was laid before the assembly for the publication of the *Bulletin* is made by Sterling Elliott, who proposes to publish a bicycle paper "on his own hook," so to speak, advance the money, in fact run the sheet which shall be called the *L. A. W. Bulletin* and *Good Roads*. Now these are the amendments which will effect this desirable end of sending to each member a *Bulletin*.

One amendment makes the dues of the League 75 cents and compels the member to pay a registration and notification fee of 25 cents. This 25 cents is to pay the cost of postage and printing of the regular official notices, which must be sent to each member by the secretary at least once every quarter. But the member may subscribe to the *L. A. W. Bulletin* at the same rate of 25 cents and will then receive his official news and notices through its pages.

It is supposed that the member would prefer to subscribe to the *Bulletin* and get a good paper with news in it in addition to his regular official news than pay the quarter—which he must by constitution—and get nothing but

A Quarterly Notification of Official News

from the secretary.

It is said that the post-office department has given a favorable ruling on a similar case in Connecticut, which state takes a bicycle paper for its state official organ, and in which the member authorizes the secretary to pay his subscription.

The meeting next Wednesday will be attended probably by chief consuls only. They will have the proxies of their own delegates.



On an Elwell tour in Europe.

There are some few members in this division who have gotten discouraged over the failure to secure the national meet for Boston. They have pulled long faces, and they say that the old division is speedily going to the dogs, that she will not hold her membership during the coming season, much less gain any new members, and that she will slide down the scale. But this they say is but an indication of the whole state of the League.

Now if there is one division which stands a great chance for gaining members during the present season it is Massachusetts. In the first place, there is every prospect of a free *Bulletin*. This means a holding and a gaining power. In the second place, it is probable that at the next meeting of the board, which is held this month, the insurance scheme will be put through which gives $500 to every member of the division killed while riding a wheel or dying within ten days from the effects of such an accident. This is sure to gain many members. Then there is that committee of 200, membership in which gives eligibility to compete for the prizes in gaining new members. And the local consuls have not yet been appointed. When they get to work and the riding season opens there is sure to be a steady stream of new members pouring in from all over the state attracted to the division by the benefits held out for their dollar. Oh no, Massachusetts is not yet on the decline by a large majority.

News is Painfully Scarce this Week.

In fact there is none except the arrival of Secretary Bassett, carrying the ship of state snugly done up in cotton batting. He is done with wandering now and there is joy in the house of Bassett. Chief Consul Sterling Elliott left tonight for the assembly, intending to take a tour to Washington and maybe other places before he gets to the assembly itself. He has with him the proxies of the state delegates and he is going to use them only if occasion demands.

During the last week there have been several hardy riders out on their wheels and the weather is pretty rotten as yet, too. But for cycling cranks Boston takes the cake. The clubs have had another spasm of entertaining themselves of late and there are theater parties, dances, dinners, ladies' nights, and all that sort of thing galore.

There is a movement on foot to start a new club in Boston which shall have both men and women on its rolls. This movement is the result of the Massachusetts Club incident, when the ladies so bitterly opposed that famous amendment. The leaders have issued a circular and they have large hopes, it is said, of forming a healthy and vigorous organization. There will be no split in the Massachusetts Club. The lady members already in the Massachusetts are to resign, so 'tis said.

CLEVELAND'S MILITARY CYCLISTS.

CLEVELAND, OHIO, March 4.—Greater Cleveland can soon boast a cycle-infantry company. The Cleveland Light Guards, Company F., Fifth Infantry, has decided to purchase military bicycles, and proceed to drill according to the recently adopted regulations of the regular army governing infantry mounted on bicycles. The wheels to be used are a trifle heavier than the ordinary roadster. The Light Guards form the only company in the state capable of executing all movements at the signal or bugle call. The purchase of bicycles, and drill in their use for military purposes, is one of the several plans which have for some time been under consideration in the company. Favorable terms have been offered for the purchase of suitable wheels, and each man will in time own his own mount which the company stands ready to purchase upon the retirement of any member.

In order to correct a mistaken idea that the Ohio delegates to the National Assembly overstepped their authority in offering a loan to the national body, W. H. Chubb, the representative from this city, makes the statement that there was a proviso, namely: "This proposition is made subject to the approval of the board of officers of the Ohio Division." A mail vote will be taken before any loan is negotiated.

T. C. Collins, who has been associated with Collister & Sayle ever since their start in the cycle trade, will shortly go into the wheel business on his own hook at Elyria, Ohio. His place will be filled by Mr. A. B. Ellis, a well-known Class A rider of Oberlin, Ohio.

The Cleveland Wheel Club have applied for a sanction for a Class A meet upon May 30. The annual twenty-five mile road race will be run in the morning as usual.

Lehr Snubbed the Bund.

It appears, according to the German papers, that Lehr never asked permission of the Deutscher Radfahr Bund to go on a professional tour to Italy and Mr. Windbichler sent the permit after him rather than let the world know how the celebrated bund had been ignored by its famous member. The German papers are very angry with the International Cyclists Association for demanding that Lehr be made a professional and also with Otto Weber, the bund delegate to the I. C. A., for having stated the plain fact.

Evanston (Ill.) wheelmen have organized the Monarch Cycling Club. The club starts out with a membership of twenty active cyclists, and will soon establish itself in suitable quarters. The officers are: C. L. Burch, president; Maurice Green, secretary-treasurer; I. C. Walker, vice-president, and John Wymond, captain.

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The Cycling Authority of America

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GEO. K. BARRETT, EDITOR.

SHALL IT BE PROFESSIONALISM?

They all want it; they are all tired of riding for trash worth about one-third of its advertised value; but Sanger is the only one of the 250 B's who has had nerve enough to come out boldly and declare for cash prizes. We have always admired the big 'un for his bluntness. No one ever accused the sturdy Dutchman of cowardice and the only reason that he has suffered the cloak of shamateurism to rest on his broad shoulders has been the hope that the League would father professionalism. Now that the assembly has dashed these expectations and hopes to the ground Sanger loosens his hold on the shamateur cloak, and it is gradually slipping from his shoulders and will soon be on the ground. Then Walter C. Sanger will shine in his true colors—a professional.

The success of Zimmerman, Wheeler, and Banker abroad has been a tempting bait to their fellows in this country, and it is safe to wager that more than one crackajack has an aching desire to throw off the League's yoke and ride for "the stuff." Johnson has wanted to do this for the last year, but Tom Eck thinks that Johnny can make more out of the game racing as an amateur(?). Cabanne is another who is anxious to get among the flesh pots of France, while even Julian P. Bliss thought strongly of flopping before his marriage. If Sanger does as he threatens to do he will be followed by at least a half-dozen of the fastest men in this country. Then the American colony in Paris will be a large one and the Frenchmen will have an opportunity of seeing the cream of the American path throw dust in the faces of the best French riders.

With such a void in the ranks of our racing men what will the League do? Will it abandon Class B and foster professionalism? Time alone will tell. We would like to see professionalism if it could be conducted on the same lines as is Class B, with a national circuit and under the ever watchful eye of George D. Gideon. Will Sanger be the Moses to lead the League out of the Class B wilderness?

RACING IN CALIFORNIA.

Far off California sadly needs the attention of the Racing Board. In that beautiful country, made cycling famous by the mighty deeds of Ziegler and Edwards, racing rules are very lax, and the League's authority is laughed at. A Chicagoan who has just returned from a pleasure trip to the coast has many curious tales to relate. While in California he attended a race meet near Los Angeles, and saw how shamefully the L. A. W. racing rules were ignored. The referee was intoxicated, and ordered a Class B man to "come out in front of the grand stand and show himself." The man very properly refused to do so, as he wasn't billed to appear till later in the afternoon. Mr. Referee promptly suspended the unlucky B. Then a race was not run under the time limit, and the referee ordered it run over immediately, not giving the men a chance to rest. Of course they objected, and all of them were suspended for the day. Before half the programme was over every racing man present had been suspended, and the rest of the races had to be called off. The wheelmen did not attempt to curb the drunken official, and the spectators were obliged to go home. This is disgraceful, and Chairman Gideon should investigate the case at once. That such a man should be allowed to fill such an important position is shameful, and reflects but little credit on League officials in that part of California.

The Chicagoan further stated that the racing men sold their prizes openly. In one case a racing man came out on the track and asked for bids on a prize he had just won. They are so far away from the Racing Board's eye that they feel perfectly safe in doing as they please. If there is no other way out of the difficulty Mr. Gideon ought to put a Californian in his cabinet. Then League rules would be lived up to.

A BLACK EYE FOR THE WHEELMEN.

Well, the farmers hit the Illinois wheelmen a telling blow last week, and now there is great rejoicing among the country folk in Posey County. The good roads bill introduced into the Illinois legislature by Representative Ely was knocked out in the first round by the farmers, who seemed to take particular delight in defeating any measure which was backed by the wheelmen. The bill authorized counties so desiring to levy a tax for the construction and maintenance of permanent hard roads. It was optional with the various counties, and provided that the people must express a desire for the improvement at the general election before any money could be expended. The roads and bridges committee reported adversely on the bill, and Mr. Ely moved that the report be non-concurred in, and that the bill go to a first reading. On a viva voce vote the motion was lost and the black eye was very prettily administered. From the reports received from Springfield it seems that the principal reason the farmer members of the legislature opposed the measure was because they thought that the bicycle riders were back of it. In fact while some of the friends of the bill were speaking they were asked if they rode bicycles. The Illinois Division has worked hard to pass this particular bill, and the setback given the division would discourage any one but a wheelman. The officers of the division will not give in, however, but will renew the fight with fresh vigor at some other point.

Something ought to be done to remove the unaccountable prejudice that the farmers have against the riders. Many suggestions have been offered, but so far no one has been able to solve the problem. Surely the wheelmen have done all in their power to convince the farmers that they are their friends. Will not some lawyer rider come forward with a suggestion?

GIDEON.

The new chairman of the Racing Board has lost no time in putting on harness. His first official bulletin was issued last week and now Mr. Gideon is prepared to see that the racing rules of the L. A. W. are enforced to the letter. He is a man who will not stand any trifling, and his reign as chairman of the Racing Board is bound to be a good one. He has a reputation for probing right to the bottom of every case that comes before him and the guilty one is sure to suffer. That he is impartial in his rulings was shown in the case of Taxis, a fellow townsman, whom he suspended for a year for selling a prize.

In his first bulletin Mr. Gideon says: "To the racing men we can only say that the racing rules of the L. A. W. shall be enforced to the letter, so far as it is in our power, both for and against the rider. As an old racing man the writer has every sympathy for those who compete fairly and honestly upon the cycle path, and a corresponding contempt for such as masquerade under false colors. Remember that while there is always recourse in due form to the Racing Board for any injustice done upon the track, no two wrongs ever make a right." The racing men should read between the lines and they will then understand Mr. Gideon's meaning, He warns the men that if they treat him fairly they will receive fair treatment from his hands, but if they attempt any double-dealing they will get the worst of it.

Mr. Gideon has followed right in the footsteps of his illustrious predecessor. Here's success to him!

Windle, Bliss, Munger, W. F. Murphy, Taylor, Lumsden, Githens, Rhodes, Gary, French, Hoyland Smith, and a host of lesser lights have retired from the track. Zimmerman, Wheeler, Banker, Crooks, Dorntge, Berlo, Rich, and Waller are "pros." Those who have followed the racing game closely for the last five years will soon begin to realize that Father Time is a speedy old boy when he gets in the final sprint. Another generation of racing men is upon us and the cracks of '92 and '93 are getting to be middle-aged men.

Milwaukee is progressive. She has mounted the telegraph messenger boys on wheels and messages will be delivered in the Cream City by these winged Mercurys before the ink has time to dry. This will be terrible news to the dime novel factories. Indeed, it is rumored that one prominent manufacturer of the yellow covered literature is about to go to the wall.

The scheme of the Baltimore cyclists who are forming "Asbury Park

clubs" is a good one and should be imitated in every city in the country. With fifty or sixty such clubs we could count on a rousing attendance at the League meet. Why, it's just like putting money in a building and loan association—you get the benefits later.

The lady riders at last have an organ of their own. Mary Sargent Hopkins has just issued the first number of the *Wheelwoman*, a paper devoted to the gentler sex. 'Tis a bright little sheet and should succeed, as it has a clear field before it. Mrs. Hopkins knows something about organs and will grind out sweet music for fair devotees of cycling.

It is to be hoped that Sanger's illness is not caused by typhoid fever. If this dread disease once gets its clutches on the giant his racing career for this year at least will be brought to a sudden close. With Sanger and Bliss out of the way, Johnson, Tyler, and Bald will have a merry fight for the premiership.

Chicagoans are looking for the weather man with an ax. He gave them three or four real spring days, and just as soon as they brought their wheels down from the attic he let loose a blinding snowstorm. Let us hope that he turned on the storm faucet by mistake.

Chairman Gideon is showing the League membership at large that the racing interests of the L. A. W. could not be left in better hands. He is a strict disciplinarian, of which fact some of the eastern racing men are fully aware. Let the good work continue.

"Senator" Morgan informs the cycling world that there is a tubing famine. Just as if the manufacturers were not aware of the fact! Tube bad, "Senator," that you didn't form that tubing trust. "There's millions in it."

Abbot Bassett has shaken the snow of Chicago from his number nines and returned to his beloved Boston. That ought to console Beantown for losing the League meet.

President Willison has spoken wisely. With Raymond, Potter, and Brewster at the head of the national committees, League prospects ought to be 10 per cent brighter.

The official referee has not yet been appointed. Will not Chairman Gideon speak up and let a few prominent wheelmen get off the anxious seat?

Nothing has been heard of Billingsley since the assembly. He must be on a still hunt for another office.

ASBURY PARK CLUBS THE FAD.

BALTIMORE, MD., March 5.—Asbury Park clubs promise to become the fad here. Several members of each of the local clubs are talking up these combinations. The Clifton Wheelmen have one under way. The methods of Asbury Park clubs will be very simple. There will be a chairman, secretary, and treasurer elected. Each of the members will contribute so much each week from now until the national meet, when the money will be used for railroad and hotel expenses. By this means the boys will not feel the expense of the trip and a club coloring will be given to Baltimore visitors. The meet will be more popular in Baltimore than any similar event for years. It will draw a far larger crowd than did the Washington meet, in spite of the fact that Washington is within less than hour's ride of Baltimore. Many of the local men will want to spend a few days at Founder Bradley's resort, whereas Washington is so common a sight to them that the inducement to go was not great.

The local officers gave a theatre party Tuesday night for the benefit of the track. Palmer Cox's "Brownies" were on, and the theater was crowded with cyclers. As they were mostly accompanied by ladies, there was no club identity in evidence except with the Iroquois Club, which turned out in a "stag" and had a merry time indeed. Some of the actors "sprung gags," bringing in the Iroquois name, and the sallies were met by club cries that came in so well with the music that it seemed the boys had rehearsed it. Then when the office boy of the theatre scorched across the stage on a wood rim, bringing to rescue the lady and kill the villain, the Iroquois boys broke out again. They acted so gentlemanly that the proprietor of the theatre personally complimented them. The results of the night were that the track will be put on a healthy financial basis for the summer, and it will make the usual applications for circuit dates.

President Willison was present at the theatre and, with Albert Mott and others, was a conspicuous figure, being generally pointed out as the leader of organized wheeling. Between the acts he held a reception at the door of his box, his friends crowding about to offer congratulations. Mr. Willison was the guest of honor Monday night at a banquet given by the Baltimore Club. He made a happy speech apropos the need of organization for cyclers.



A Spiral Track.

The old panorama building in Rue de Berri, Paris, is to be made into a spiral cycle track. The track will have three stories, that is, it will reach the third story. The grade will be about three-quarters of an inch in a yard. The track, which is twenty-four feet wide, will be divided into two parts, for going up and down. It is 1,625 feet in length. All the latest improvements will be found in the different rooms for the exercise of all kinds of sports.

WHAT OUR MEN THINK.

Fourteen of America's Crack Road and Track Riders Answer Questions Regarding the Proper Weight of Wheels.

The article reprinted in THE BEARINGS from the *Irish Cyclist* giving the opinions of the prominent racing men of England and Ireland regarding the proper weight of wheels for track and road use attracted not a little attention in the United States. That the foreign cracks should consider 25-pound wheels light caused many a racing man to smile and ask if the Englishmen were not several years behind the times. THE BEARINGS has interviewed fourteen of our prominent men by mail, asking them the following questions:

Do you believe in using a racing wheel on the road?

If not, why not?

What do you consider the advantages of a very light mount?

What are the disadvantages?

What do you consider the lightest wheels that can be ridden safely on American roads?

What are the specifications of your ideal road wheel?

What are the specifications of your ideal path wheel?

The answers of these men tend to show that Americans all go in for light mounts. Twenty pounds seems to be the favorite weight for a road wheel, with a track machine at 18 pounds. The opinions of Searle, Gunther, Peck, and Blauvelt, some of our best road men, show that they have paid considerable attention to the question of weight. The men answered the questions as follows:

W. C. SANGER.—I believe in using the same wheel on road and track, for a wheel is strained more in starting in short races than on the ordinary hill. A racing wheel will stand the strain of ordinary riding as well as a heavy machine; but when it comes down to running into lampposts, etc., an ice wagon will stand a little more than a light racer. I do not believe in sacrificing strength and stiffness for lightness, as in doing so you also lose the speed; and on the other hand I do not believe in carrying any unnecessary weight, as I believe a man can jump quicker, which is a big advantage in races ridden in a jerky style.

JOHN S. JOHNSON.—I do not believe in using a racing wheel on the road, because in the first place it is too light and in the second place a racer was not made for road use. The advantages of a light mount are many, the principal one, however, being an ability to sprint faster. A 22 or 23 pound wheel is certainly as light as can be ridden with safety on our roads.

J. P. BLISS.—A racing wheel can not stand the continual strain of road use and therefore I say that a racer should not be used on the road, for it is bound to give away some time. One of the advantages of a light wheel in a race is an ability to get a good position at the start and in the jump in the final sprint. The makers are sacrificing rigidity for lightness in many cases, generally in the frame, which should be as rigid as possible. A road wheel should not be under 22 pounds, should have 28-inch wheels, 6½-inch cranks, 66½ gear, 23-inch frame, 9½-inch head, and a 5¾-inch tread. My ideal racer weighs from 16 to 18 pounds, has 28-inch wheels, 6½-inch cranks, 68-inch gear, 21-inch frame, and a 5½-inch tread.

A. E. LUMSDEN.—The weight of a road wheel depends upon the road. The racing man of today seldom if ever finds it necessary to use his racer on the road. There was a time when track wheels weighed 22 pounds and as the racing man did not have a carriage to go to and from the track he rode his racer. Racing wheels do not weigh 22 pounds now, but from 15 to 18 pounds, consequently they will not stand road use—especially if the road is at all rough—and remain in any kind of a shape for the track. The advantages of a light wheel (weighing under 20 pounds) for track work are: Speed, quickness in starting, and sprinting. One of the disadvantages of a light wheel is that strength and rigidity are too often sacrificed for lightness. My road wheel weighs 22 pounds, has 28-inch wheels, 68-inch gear, 6-inch cranks, 9-inch head, and a 24-inch frame. The specifications of my racer are the same, with the exception that the wheel weighs four pounds lighter with 6½-inch cranks and 68-inch gear.

E. C. BALD.—It depends a good deal on the maker and rider whether or not a racer can be used on the road. On the track, however, if the wheel is light and rigid, a racer is faster than a heavy wheel. But in sprinting suddenly too light a mount is liable to swerve or twist. My ideal road wheel weighs 20 pounds, has 6½-inch cranks, 70 gear, 28-inch wheels, 5½-inch tread, and 1½-inch tires. My racer weighs 18 pounds, has 6⅜-inch cranks, 72-inch gear, 28-inch wheels, 5⅛-inch tread, and 1¼-inch tires.

L. D. CABANNE.—I do not believe in using a racing wheel on the road, for if any accident occurs it hurts the maker and makes people think poorly of the wheel. The easy running qualities of a light wheel are the chief advantage of a racer. I think that a 22-pound wheel is just about right for the weight of a road wheel, but then I am not very hard to please. For a racing wheel my specifications are: Short wheel base, low frame, very little rake, 74-inch gear, 6½-inch cranks, weight 17½ pounds.

M. F. DIRNBERGER.—No, I do not believe in using racing wheels on the road. Generally racing wheels are made so extremely light and fitted with paper-weight tires that they are not of sufficient strength and usefulness to be abused in either road racing or pleasure riding. Small racing tires will certainly puncture easier than road tires and are slower on the road because they will not absorb the vibration so readily as a road tire. At the same time I do think that an expert and careful rider of medium weight can safely ride on ordinary roads a racing frame fitted with road wheels and tires. The main advantage of a racing light wheel is lightness. Light, stiff wheels are certainly faster and give the rider confidence, providing he is near enough to the ground. In other words, I strongly advise the use of 26-inch wheels for racing wheels. The advantages of 26-inch wheels are many. They are stronger, are of sufficient size to surmount all obstacles on smooth surfaces, and of advantage in making pace, as they allow a rider to get closer to the track. The disadvantages of a light wheel are many. One must be more careful and exercise precaution. You can not ride down curbstones, or can you ride the Capitol steps. The light wheel is too often fitted with tires too light to stand the wear and tear of our bad roads. Wheels weighing from 17 to 20 pounds are, according to the weight of the rider and the condition of the roads, the lightest that can be used to ride. On good roads, with a light-weight rider, a 17-pound wheel can be used; on fair roads, with a medium-weight rider, an 18 or 19 pound machine can be ridden safely; on bad roads, with a heavy rider, the wheel should weigh 20 pounds. For good, bad, and indifferent riders, for all-round use, a wheel should weigh about 23 pounds, have 6½-inch cranks, 68-inch gear, 24-inch frame, 28-inch wheels, 4⅞-inch tread, not too much rake, with handle-bars dropping just a little. A racing wheel should have 26-inch wheels, 22-inch frame, 8½-inch head, about 43-inch wheel base, and an extremely stiff frame, so that when the chain is pinched with the hands the frame will not give. The cranks should be 6½ inches and the gear from 68 to 80 inches.

CONN BAKER.—I do not believe in using a racing wheel on the road; I would rather use a road wheel on the track. There is more liability of a break down when a light wheel is used on the road. Light tires have to be repaired and replaced often, which makes it expensive for the average rider. The advantage of a very light mount on the track is that the light weight can be started quicker and speed can be increased or decreased easier. For road use the light wheel is easier to carry, making it less fatiguing for the rider who has broken down. The disadvantages of a featherweight are: Lack of rigidity, which means lost motion and speed; danger of a breakdown, and the certainty of the wheel wearing out sooner. A wheel could be built as light as 20 pounds to stand riding on the average American road for a short time, but for long wear and comfort a 25-pounder is more reasonable. My ideal road wheel would be very much like the average '95 high-grade wheel and would have large balls, large tubing, pedals screwed into hollow cranks, 5½-inch tread, with ball races and rear spoke flanges spread as wide as possible. The weight would be from 22 to 25 pounds. The racer would be built on the same lines, but fitted with lighter saddle and tires.

E. A. MCDUFFIE.—Although I have always used my track racer on the road and in all road races I do not believe in using a track wheel for road purposes, because there are a great many manufacturers making path wheels even too light for our average tracks. The advantage to be gotten out of a medium light-weight is speed. My ideal road wheel would weigh 24 pounds, have a 44-inch wheel base, 22-inch frame, 10-inch steering head, 28-inch wheels, handle-bars level with the saddle, 5-inch tread, 6½-inch cranks. The racer should weigh 20 pounds.

E. L. BLAUVELT.—I believe in using a racing wheel on the road, as I think that such a machine is put to more severe tests on the track. I think that an 18 or 20 pound wheel is a good mount; lighter than that it is unsafe and can not be managed so easily. From 20 to 22 pounds makes a serviceable wheel for the average rider. I have ridden my 17-pound wheel about 6,000 miles, and have never broken even a spoke.

E. C. JOHNSON.—A light racing wheel weighing from 17 to 20 pounds will not stand upon roads such as you will find in a day's journey. There is no advantage to be gained in riding an extremely light wheel on the road. There is a liability of its breaking at any time, which takes all the pleasure away. I would not advise a new rider to ride a wheel weighing under 25 pounds. A road wheel should weigh from 22 to 28 pounds, a great deal depending on the rider. My roadster weighs about 23 pounds, has 6¼-inch cranks, 68-inch gear, and 28-inch wheels. My racer weighs 18 pounds, has 6¼-inch cranks, 70-inch gear, and 27-inch wheels.

R. P. SEARLE.—No, a track wheel should not be used on the road. The frame and general construction of the track wheel is too light to stand the vibration of the road and the strain of mounting in rough places and on hills. A light wheel, however, has many advantages on the road, particularly on a long ride, owing to its weight; on the same principle that you may carry a ten-pound weight easily in your hand while walking a short distance, but if you attempt to carry the same weight for five miles it becomes very burdensome. This is especially noticeable on very steep hills with a light machine. The disadvantages of a very light wheel are its tendency to get out of true on the base line, lost motion in the frame when riding at fifteen miles an hour and faster, and the necessary slackening of speed on a rough track or road. Twenty pounds is about the proper weight for a road wheel. My specifications for a road wheel are: Weight, without toolbag, 20 pounds; reinforced frame of 20-guage tubing, 1 to 1¼-inches in size; heavy wood rims with needle spokes; tread, 5½ inches; 1¾-inch tires on both wheels; wheels, 28 inches; 44-inch wheel base, 72-inch gear, and 6½-inch crank, as high a frame as the rider can use comfortably, with the saddle well over the pedals. For racing purposes a wheel should weigh 18 pounds; the frame should be reinforced, have 20-guage tubing, 1 to 1¼-inches in size; very light wood rims, small spokes, 1½-inch racing tires, 26-inch wheels, 76-inch gear, 6¼-inch crank, and 4½-inch tread. I wish to mention the frame of the racing wheel particularly. It should be no lighter than the road frames. The weight should be taken off the tires

Facts worthy of mention

Do you know that the Waverley is built and sold on the smallest margin of any high-grade bicycle in the world today?

IT'S A FACT!

Do you know that the Waverley costs the retailer more money at wholesale than 90 per cent of the wheels that are sold at a list price of $100?

IT'S A FACT!

Do you know that in foreign countries, where there is an import duty of 30 per cent, those same $100 wheels are sold at $100?

IT'S A FACT!

Who pays the duty? We don't know, but **we think the riders of these glorious United States do.**

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MENTION THE BEARINGS

Indiana Bicycle Co.,
Indianapolis, Ind., U. S. A.

and rim, especially as a racing wheel is not supposed to be ridden on rough roads.

J. F. GUNTHER.—It is an injustice to the manufacturer and wheel to ride a racer weighing 18 pounds or less over our roads. A wheel of this weight must be ridden by a man of experience and meet with no obstacles such as you find in our roads. The track is the only place for it. The advantage in a very light wheel is: Where you wish to obtain the very highest rate of speed the less weight you carry the better it is for you. The weight of the machine must be governed by the weight of the rider either for road or track purposes. A high-grade machine, weighing 18 pounds, is the proper weight of a road wheel for a man weighing 100 pounds; a 150-pound man can ride a 20-pound wheel, while a 200-pound man should use a 25-pound wheel. A 15-pound racer is a practical wheel for a 175-pound man on the track.

C. H. PECK.—I believe in using a racer on the road, because of the greater speed that can be gotten out of it. I know of no disadvantages and think that an 18-pound wheel can be ridden safely on our roads. My ideal road racer should weigh 18 pounds, have a 6½-inch crank, 70 gear, and 28-inch wheels.

SACHTLEBEN SAILS FOR FRANCE.

NEW YORK, March 4.—William L. Sachtleben departed last Saturday on "La Champagne" for France, from which point he will go direct to the place where Frank Lenz, the missing tourist, was last heard from. Just before the steamer left her dock Mr. Sachtleben was interviewed by THE BEARINGS' representative as to his plans and expectations. The plucky searcher said he had no objections to talking about the trip in general. Said he: "You fully know that this relief expedition is being sent out by the Outing Publishing Co., of New York. I have been given instructions to leave no stone unturned in my endeavor to locate Lenz, either dead or alive. I am confident that he is being held in captivity, probably for ransom, by the Kurds of that country. Having traveled over the same territory myself in company with my touring companion, Allen, during our trip, I feel reasonably sure of obtaining direct tidings of the missing man at a comparatively early date. The people who inhabit that section would hesitate a considerable length of time before killing a foreigner, especially an Englishman or American. Immediately upon my arrival at my destination I shall assume command of the relief expedition, consisting of two missionaries in the service of the American Board of Foreign Missions and the Presbyterian Board of Foreign Missions. Both of these men are at present devoting their entire time to Lenz's case. Thomas Cook & Son are also assisting them by native helpers in their employ. If necessary I shall take such steps as seem advisable to secure the co-operation of the American, British, and Russian governments to aid in freeing Lenz, should he be in bondage. At present and for a month to come



WILLIAM L. SACHTLEBEN.

"Nothing of Importance can be Done.

No one is allowed in the country where I am desirous of going owing to the investigations which are now in progress there relative to the Armenian atrocities. I have here a copy of a letter received recently by the state department at Washington from the United States minister to Turkey, regarding Lenz."

The wording of the letter referred to is as follows:

Thomas Cook & Sons, agent here in behalf of *Outing*, recently conferred with me in regard to the propriety of sending some one more to ascertain certainly his fate. I can see no prospect of such a mission being successful at this season of the year. However that may be, all that can be ascertained will be found out by a correspondent, who left last week to accompany, if possible, the commission appointed to investigate Turkish outrages. If successful, he will reach the region in which Mr. Lenz was most probably made away with, and I have requested him to be on the alert for information about him. Mr. Lenz's route lay through the country of the Kurds (the ancient Karduchi, described by Xenophon), whose customs and predatory habits have for many centuries made it unsafe to travel among them. As mentioned in a recent dispatch, these people are not Turks, and have never been entirely subdued. TERRELL.

"Jack" Knowles, the K. C. W. man who made such a remarkable record by his sixty consecutive century rides last season, is at present connected with Humber & Co., America, limited. "Jack" declares himself in splendid health and says he will do something this year which will totally eclipse his brilliant performance of 1894. The cycling public need not be astonished to learn when the present year is ended that J. C. Knowles has a road record of 25,000 miles to his credit.

The Liberty Wheelmen, of Brooklyn, will hold their vaudeville entertainment Thursday, March 7, at Avon Hall, Brooklyn. Fully 2,000 persons are expected to attend, over half of that many tickets having already been sold. Following a somewhat lengthy programme of unusual merit, a dance and reception will be given. The Sanford orchestra will furnish the music. Carl Von Longerke will serve as stage manager, H. J. Valentine as floor manager, and F. E. Doup and Wm. Cowenhoven as assistants.

Irving Phillips recently returned from his trip down east for Humber & Co., America, limited. His report shows many sales and a most promising start for the new concern. Last week he sold E. W. Goff, the champion all-round athlete of America, a Humber road racer, which Goff will ride hereafter.

The wheelmen's bowling tournament contest for the New York *Times* bowling trophy has ended, there being no more postponed games to roll. Allen, of the Brooklyn Bicycle Club, wins the high average prize from Olozaga, of Newark, by a final score of 173 28-29 to 173 18-19. Close enough score for the most ardent advocate of eyelash finishes.

Dates for the League Meet.

The Asbury Park Wheelmen have been allowed July 8 to 13 on which to hold the L. A. W. meet. A. R. Parsons and Sam. W. Kirkbride conferred with Chairman Gideon one day last week and settled on those dates. A meeting is being held today at the city by the sea and arrangements made for the programme to be carried out when the big event is due.

A successful entertainment was given at the Murray Hill Lyceum last Sunday night by the Unity Wheelmen of this city.

The good roads tournament managers are undecided as to the exact dates of holding their meet this year, but will probably settle on July 4, 5, and 6, at Bergen Point, N. J.

The usual Saturday night entertainment was given at the home of the Cycle Club, of Brooklyn, last Saturday night. Music, a game of polo on bicycles by the instructors, and many lesser attractions served to pass a pleasant evening for those in attendance. The run to Coney Island, which was to have been taken in the afternoon by the club members, was called off on account of inclement weather.

A few days since one of the morning daily papers printed the following personal in its columns:

> YOUNG MAN, twenty-five, light hair, blue eyes, five feet eleven inches in height, holding the first mile bicycle championship of the world (professional), would like to form the acquaintance of a bright young lady, fond of amusements and outdoor sports; object matrimony; lady of means preferred. Address, through personals, Frank Culbert.
>
> Inclosed please find photo to be published.

Accompanying the note was printed a picture of the gentleman who claims to be the holder of the "first mile bicycle championship of the world." The name "Frank Culbert," is strikingly close to Frank Albert, but the picture does not look any more like the last-named gentleman than a peanut resembles a watermelon.

The formal opening of Maltby's riding academy at 162-164 West 125th Street last Thursday evening was attended by fully five hundred persons. The programme was really an entertaining one and consisted of trick riding by Maltby; then Le Roy Lee, a 12-year-old son of that veteran athlete Sam Lee, astonished the spectators by his very clever riding on the safety. Both he and Maltby were warmly, even enthusiastically, applauded for every point accomplished, Tomorrow night will be given up entirely to the ladies who are scholars at the school. Keatings and Falcons are used exclusively in this school. The Maltby has made its appearance in New York and is a beauty. Three styles are now made, the 21-pound light roadster, 24-pound full roadster, and 17-pound racer. Later on a ladies' wheel will be built to weigh 23 pounds. The Maltby lists at $100.

The first cycle race of the season in this vicinity was run last Saturday in conjunction with the fifth annual games of the Berkeley school. The contests were held in the armory of the Twenty-second Regiment at Sixty-seventh Street and the Boulevard. As is invariably the case, the bicycle event created more enthusiasm than any of the other races, the delegations from the various schools and colleges, each cheering their respective representatives. A. Thompson, Moore's school, won the final heat; J. D. Brokerton, Harvard, second; M. Baird, Harvard, third.

The Martin Road Race.

Contrary to expectations the fourth annual twenty-five-mile Martin road race will again take place May 30, and in all probability over the same course as in all previous events. The event will, however, be run on a much larger scale, and it can be safely said that the number of prizes will not be less than seventy-five, and will very likely reach the century mark.

In the three previous events only one time prize has been given, but on Decoration Day there will be special prizes given to the three men making the fastest time, but no man will be allowed to take more than one prize. Should any one, however, win one of the time prizes, as well as a place prize, he will be given his choice as to which of the two trophies he will take. Arrangements are about to be made to have signposts put up at each mile along the course. It has not yet been definitely decided just as to what the first prize will be, but of course the value of it will be as great if not greater than the grand piano which was won by Joe Quinlan last year. Entry blanks will be ready about March 15, and can be had by addressing H. C. Martin or D. H. Lewis, who will as usual take care of the race.

Houben Defeats Medinger.

Houben, the Belgian racer who recently beat Fournier in Paris, has defeated Medinger in a two-kilometer (1 mile 427 yards) race. The first heat (2,000 meters) was won by Houben, who was disqualified and the heat given to Medinger. The second heat (5,000 meters) fell to Houben, as Medinger abandoned the heat before the finish. The third heat (2,000 meters) was also won by Houben, who received a great reception when he returned to Brussels.

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LEAGUE MEET DATES.

Asbury Park Wheelmen Select the Week Beginning July 8 and Ending July 13—Philadelphia News.

PHILADELPHIA, March 3.—The League meet will be held during the week commencing July 8 and closing July 13. These were the dates decided upon by George D. Gideon, chairman of the Racing Board, and A. R. Parsons, S. W. Kirkbride, and J. C. Tattersall, of the Asbury Park Wheelmen, at a conference held in this city yesterday. The meet will begin on Monday and last throughout the week. Mr. Gideon will issue sanctions for races to be held on three days, namely Thursday the 11th, Friday the 12th, and Saturday the 13th. The races will range in distance from one-third to five miles, and the prizes will be the finest ever offered at a race meet.

A. R. Parsons, one of the committee appointed to confer with Mr. Gideon, told THE BEARINGS' representative that the Asbury Park Wheelmen will do all they can to make the affair a grand success. Both he and Mr. Kirkbride are working hard in the interests of the meet, and are sparing neither pains nor expense. Mr. Kirkbride, who is a member of the city council of Asbury Park, offered a resolution at the last meeting of that body to invite the governor, his staff, all the state officials, and the members of the legislature to be guests of the city during the meet. It was unanimously adopted.

Zimmerman, who has charge of the building of the track, is making his plans and will start work just as soon as the weather will permit. The recent fair held under the auspices of the club netted the handsome sum of $1,200. This will be turned over to the entertainment committee.

William McWade, one of the most prominent cyclers of the city and a popular member of the South End Wheelmen, has

Returned from His Tour to Jamaica.

Mr. McWade says that the average American has no idea of the beauties of that island, many possibly being ignorant of its locality; but to fully appreciate it and see its wonders one should make a tour of the small island of bananas on wheels. He, in company with several fellow members, left Philadelphia about two months ago, going down to Jamaica by steamer. They landed at Port Antonio, a snug resting place, with the water as tranquil as an inland lake. "This little bay," says Mr. McWade, "is certainly one of the prettiest harbors in the world. It seems especially beautiful to one who has never before visited the tropics. On three sides may be seen the cocoanut trees and banana plants, growing almost to the water's edge. Away in in the distance may be seen the ruins of an old Spanish fort in relief against the mountains some distance inland, while among the trees are scattered the small houses or huts, the homes of the natives. Glimpses are caught now and then of beautifully hard roads, now along the beach, then on the mountain sides, a picture to think of in later years.

"On landing at Port Antonio we made preparations for our tour on the island and soon started out on wheels along a hard level road of limestone to Manchioneal, a distance of seventeen miles. In riding this distance we were almost continually in sight of the ocean. After lunching with E. C. Sherwood, one of the local fruit agents, we passed on over a rather hilly country to Bath, a delightful spot fifteen miles inland and seventeen miles from Manchioneal.

"Here We Spent Our First Night

on the island. In the morning we walked about a mile to take a bath in the warm sulphur springs, which are making this little spot quite famous.

"After leaving Bath we forded a small river and pushed our way on to Port Morant, where we rested for about fifteen minutes, and then started on to Yallahs, seventeen miles from Bath, eleven miles of the distance being rather hilly and six miles perfectly level, and still along the edge of the ocean. Having had lunch and two hours' rest at Yallahs, we crossed two streams and made a steep ascent of six miles up the mountains; then for eleven miles we did no pedaling, it being down grade. In this way we ran into Kingston, the capital of the island.

"The next day we called on the United States consul, left our cards at the governor's, and then took a run over to Port Royal. Leaving there the following day we pushed over seventeen miles of level dusty roads to Spanish town, the former capital of the island. Pushing along we reached Ewerton, but found the next nine miles too steep and hazardous to ride, so we hired a wagon to carry us to Meneague. This town reminds one of New England, it being situated 1,600 feet above the level of the sea, surrounded by mountains and valleys. From here we traveled on to St. Ann's Bay, then to Port Maria, and on until we had made a complete tour of the whole island.

"The roads attracted our attention for their excellence. They are composed of limestone packed very hard. Out of a revenue of £600,000 ($3,000,000), the government spends $200,000 annually improving the roads. This is actually necessary, as travel from inland to the seashore is all on foot or by team; the country being rather hilly, the teams have no trouble so long as the surface is smooth and hard.

"The Average American Cyclist

considers the roads a perfect paradise. The grade is such in parts of Jamaica that one can coast from six to twelve miles. The temperature is never above 92 or 93 degrees and the evenings are cool and comfortable. At the present time there are few bicycles on the island, and those very ancient solid and cushion tires. The natives are very poor as a rule and can not afford a good wheel, and think American bicycles very high priced."

The appointment of an official referee has now become a certainty, but Chairman Gideon states positively that it will not be W. F. Murphy, who has been receiving strong support for the place. He says that he does not think Murphy possesses sufficient determination to referee. When asked whom he would appoint, Mr. Gideon would not state, as he had not yet obtained the gentleman's consent to act; however, it is hinted that the man is a New Yorker and that he will in all probability accept. Mr. Gideon says he will not appoint an official handicapper without the approval of the chief consuls of the states where they are to be located.

The Coming Racing Season

will be the greatest in the history of cycling from present indications. The Racing Board has been almost overwhelmed with applications for sanctions and if granted will carry the national circuit from Maine to California extending over a period lasting from May 30 until clear into midwinter. Among the applications is one from the promoters of the "good roads tournament" at Asbury Park last year. They desire to hold a meet on July 4 this year, but the sanction will not be granted, however, as the date is too close to the national championships. It is likely, however, that the "good roads tournament" will be granted a sanction for a later date.

The tri-state relay race, held under the auspices of the wheelmen of New York, Pennsylvania, and New Jersey, from New York to Philadelphia last year was such a success that another race will be held this year. It will be conducted on the same plan and will be given earlier in the season, about June 1. New Jersey won last year with Pennsylvania second, but the latter confidently expects to carry off first honors in the next event.

Robert D. Garden, of the firm of Garden & Brewster, received suggestive evidence of his popularity in Chicago last week in the shape of a notice notifying him of his election as an honorary member of the Chicago Cycling Club.

ATTENDED THE FUNERAL ON WHEELS.

LOUISVILLE, KY., March 4.—The funeral of Clarence O. Watts, the unfortunate victim of the accident described in last week's paper, took place last Wednesday afternoon and was attended by a very large number of members of the Keating Club, of which he was one of the charter members. The pallbearers, with one exception, were chosen from the membership of the club. The honorary pallbearers rode their wheels beside the hearse, three on each side, and immediately in the rear was one of the club members riding his own wheel and leading the draped wheel of the deceased. At the gates of the cemetery those mounted on wheels were compelled to dismount and leave their wheels on the side of the roadway, at the mercy of any evil disposed person; but very fortunately no harm befell any of them. The riders were then compelled to walk from the gates to the grave and return. This action on the part of the officials of the cemetery association, under the circumstances, has aroused a great deal of adverse comment and the division officers have been called upon to take some action in the matter.

The wheelmen of Louisville are happy now that the sprinkling nuisance will be abated. At the meeting of the board of public works on January 8 the following ordinance was presented to them for some action thereon and it was recommended to the council for action. Both boards passed it, the mayor signed it, and it is now a law.

An ordinance prohibiting the sprinkling of streets paved with asphaltum or vitrified brick.

Sec. 1. Be it resolved by the general council of the city of Louisville, that hereafter no person shall sprinkle any street paved with asphaltum or vitrified brick, either by hand, hose, sprinkling wagon, or otherwise.

Sec. 2. Any person violating the provisions of this ordinance shall, upon conviction thereof, be punished by a fine of not less than $5, nor more than $25 for each offense.

Sec. 3. This ordinance shall take effect from and after its publication.

In the board of aldermen there was only one vote against the ordinance, and that was cast by the president of that board, who is a possible candidate for the office of mayor at the next election. If he should announce himself, it is certain that he will have the opposition of the wheelmen.

The members of the Keating Wheel Club held a hard times smoker at their clubrooms on last Thursday night, and the affair was a success in every way. Some of the costumes were decidedly appropriate. In looking at them on the floor the judges were unable to decide upon the one entitled to the prize for the most ridiculous looking one present, and were compelled to get up a cake walk. After a long consultation they decided to divide the cake between Earl Robinson and Al Mead, and when the cake was brought forward it was found to be a small cake of soap, weighing probably two ounces. The greatest amusement of the evening was produced by the chair contest between those in costune. After working for about a half hour the winner received a box of a dozen wooden cigars, in which was a circular advising him to buy his hats from one of the local dealers. The Oceola Wheel Club band furnished the music for the chair contests, while the Keating Mandolin and Guitar Club entertained those present with several choice selections of music. The president of the club, E. B. Dye, was the master of ceremonies and received the commendation of all for the pleasure of the evening.

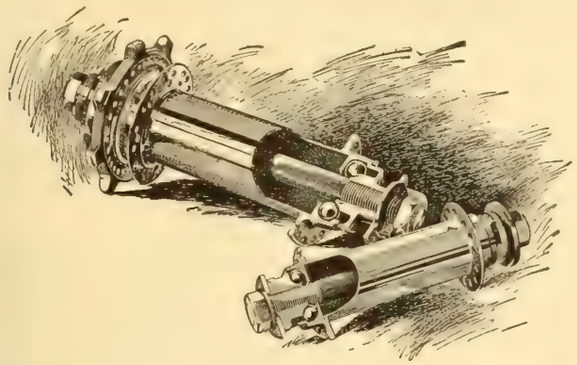
The riding season has opened and the agencies are beginning to reap their harvest almost thirty days ahead of last year. The track management are at work finishing the grading of the grounds and removing all traces of the winter. A number of the racing teams are expected here very soon and everything will be in readiness for them.

ADVERTISEMENT.

ADVANCED CONSTRUCTION IN HUBS.

Another Columbia Feature That Contributes to Lightness, Strength, Speed, and Ease of Running.

Of great interest to the manufacturers at the cycle shows, and creating endless favorable comment wherever the wheels are on exhibition, are the



barrel hubs on the 1895 Columbias. They are but one of the many appointments that contribute to the remarkable popularity the Columbias have already gained at this early date.

The forged barrel hubs used in the Columbia are in the line of advance and in harmony with the large tubing and crank-shaft bracket. These hubs are both stronger and lighter than the old style. It is interesting to note that the plain forgings for the new hubs weigh 35⅞ and 12¼ ounces rear and front, respectively, while the finished hubs weigh but 6½ and 2 ounces and are as light as any hubs made. The diameters of the centers of the two hubs are 57-64 inch for the front and 1 9-32 inches for the rear. The flanges project but 5-16 inch. The spoke holes on the sprocket side of the rear hub are made with a buttonhole arrangement, a great convenience in placing or removing spokes. The flanges on this hub are 2⅞ inches apart, which is ¼ inch wider than last year. Increasing the angle of the spokes gives a firmer brace to the rim. This is evidence that the Pope Mfg. Co. deem the strength of the rear wheel of such vital importance that they will not sacrifice it by narrowing the hub to meet a like shortening of the crank shaft in providing for a reduction in tread. The number of spokes has been increased from 32 to 36, to give still greater strength to the rear wheel.

The Columbia is probably the only 1895 wheel having removable ball cases in the front as well as in the rear hub. This setting in of the cases greatly enhances the value of the hubs. Damage to cases does the hubs no injury, and danger of cracking, common to case-hardened hubs, is eliminated. Besides, the cases take the hardening better than would the whole hub.

The cases and cones are turned from a solid bar of the best quality steel for the purpose, the machining in this operation giving them a wonderful uniformity. They are naturally much superior to cases and cones stamped from sheet steel. The shape or curvature of their working surfaces is carefully designed, carrying the balls with the least possible friction, and admitting of ready and accurate adjustment. They are brought to a finely polished finish and hardened for wear. The largeness of the hubs permits the introduction of 5-16-inch balls in the rear wheel, which tends to make the bearings run more smoothly than ever.

Direct application of oil to the bearings is made through the cones. Four holes—for this purpose, as well as for the spanner wrench when adjustment is necessary—enter through the edge of the cone into an angular groove. A sliding spring cover protects these openings.

The shafts are 5-16 and ⅜ inch in diameter, front and rear, respectively.

A glance over the Pope Mfg. Co.'s catalogue can not fail to impress everyone that the 1895 Columbias are superior in their whole design, construction, and equipment, thoroughly up to date in every particular, and far ahead of all competition.

AN ELABORATE CATALOGUE.

The *New York Times* says: "A most elaborate catalogue is that of the Pope Mfg. Co., of Hartford, Conn., manufacturers of the Columbia and Hartford wheels. Typographically it is a work of the highest art of the printer and the etcher. The cover is decorated with pictures of two ladies awheel, the design being in the latest fancy of the colorist, with the free, exclusive, and bold use of gracefully curved lines and the massing of colors which is now just the rage, and which the French artists are responsible for. Marginal etchings, graceful in the extreme, the figures all breathing of the delights of outdoor life and motion, abound, and a history of the rise and growth of the Pope company is thoroughly entertaining."

It is a catalogue that is worth a place in the library of a collector, and may be obtained by calling upon the nearest Columbia agent, or it will be mailed by addressing the publishing department of the Pope Mfg. Co., Hartford, Conn., and inclosing two 2-cent stamps.

Eddie Bald and Ray Macdonald this year will again ride Columbias, and both have left for the Pacific coast, in charge of the veteran Asa Windle, confident that with the new Columbia racing wheel they will eclipse all previous performances. W. F. Sims, the former Class A crack, will join the team later.

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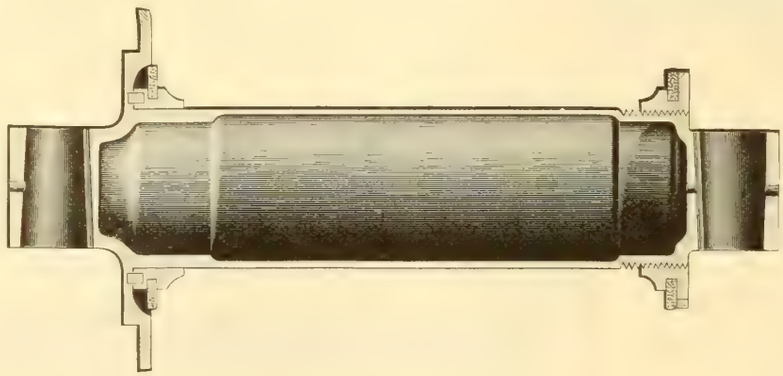


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WILLISON RESIGNS.

The Maryland Man Thinks he can not Cope with the Financial Question—Reconsiders the Resignation—Elliott Gets the "Bulletin."

NEW YORK, March 6.—The adjourned meeting of the National Assembly met today at the Grand Union Hotel here. The session was called to order at 10:17 o'clock, with twenty delegates present. It was decided that no proxy votes would be allowed and that those present form themselves into committee of the whole with power to act. In Willison's report of results reached by the investigations of the Executive Committee, he said that the postoffice officials had said that 25 cents subscription price to the *Bulletin* was legally satisfactory. Further than this no important action had been taken by the committee.

Willison then read the opinions of the various cycling papers regarding the *Bulletin* muddle. Communications from THE BEARINGS, *Referee*, *American Wheelman*, *Wheel*, and *American Cyclist* were read, most of which stated that the League should not publish the *Bulletin*, but give official news to the cycling press at large, each paper setting apart a section for that purpose. Macowen, of Philadelphia *Cycling*, submitted a bid for the *Bulletin* publication offering a price of 30 cents subscription and 20 cents for renewals, regardless of number printed. *Sporting Life* offered to print the *Bulletin* in the same style and on the same paper as the old publication for 25 cents yearly, with a minimum number of 25,000 weekly. Also *Good Roads* for $5,000 yearly. Any editor could be appointed by the League. Elliott

Began a Verbal "Bulletin" Proposition,

but was asked to submit the same in writing. Later this was done. He offers to print the *Bulletin* at 25 cents yearly for 25,000, and 5 cents additional for each additional 5,000 copies up to 50,000, over which no increase. Communications of regret from Chief Consuls Tracy, of Connecticut, and Morrison, of Wisconsin, were read. In the latter a general outline of the proposition for the *Bulletin* was given, which agreed with the general feeling.

Dickinson, New Jersey, read a letter from Pinney, chief consul of Arizona, regarding the reinstatement of a professional named Rhodes, of Arizona. R. G. Betts stated that Rhodes had never been professionalized, hence reinstatement was not possible. The matter was referred to the Racing Board. Cooke, of Rhode Island, having armed himself with a copy of Cushing's manual, then raised objections to the illegality of the reinstatement of the professionals who were whitewashed at the assembly. A technical discussion followed, lasting fully one hour. It was finally decided that the reinstatements stand as declared.

A lengthy discussion regarding the *Bulletin* action followed. Finally a committee of five was appointed to confer and examine the propositions submitted and report at 3 o'clock. Willison named Potter, Cossum, Dickinson, Kernan, and Perkins as the committee. A recess was taken at 12:30 until 3.

THE AFTERNOON SESSION.

Upon the opening of the afternoon session the committee on the *Bulletin* question was still in the private room, not having completed the investigation of the *Bulletin* proposition submitted. Mr. Perkins thereupon, in a well worded speech, moved that a resolution of thanks be adopted and tendered to the Bearings' Publishing Co. for its generosity in refusing to squeal when it learned that the *Bulletin* was a sure looser. Mr. Perkins said that its action had proven its sterling friendship to the League. The motion was carried amid applause. Elliott and Fourdrinier seconded the motion in neat speeches.

The matter of THE BEARINGS' check held by the postoffice authorities was discussed. Potter championed THE BEARINGS and insisted that the Executive Committee pass a vote promising to aid in having the amount restored. Even if Congress had to be appealed to. Van Nort seconded the motion.

Potter then read the report of the *Bulletin* committee. *Sporting Life's* bid was rejected owing to the specification of 25,000 copies minimum. The *Wheel's* suggestion that

Official News be Given to the Cycling Press

was found to be impracticable, owing to the wording of the constitution. *Cycling's* proposition was found rather expensive over Elliott's plan and also because another removal would be necessary for Bassett from Boston to Philadelphia. Elliott's plan was decided to be the best. After a lengthy discussion among the delegates it was adopted. The argument concerning the bond required of the *Bulletin* publisher occupied nearly 30 minutes between Potter, Van Nort, Willison, and Brewster. Elliott voluntarily offered to give bond to any amount. This matter is to be settled tonight at the executive session, when the contract will probably be signed.

The technical argument on various amendments relating to the *Bulletin* which had been tabled since the assembly meeting, resulted in the following decisions: The dues were fixed at 75 cents, with 25 cents to the *Bulletin*. It was voted that the national body retain 40 cents, sending the remaining 35 cents to the state division where the member lives. The executive and auditing committees and Secretary Bassett adjourned 15 minutes to discuss this last provision.

There was more tiresome discussions, after which, like a thunder clap from clear sky,

Willison Tendered his Resignation

as president. Confusion immediately reigned supreme. After a whispered consultation all around, Potter spoke regarding Willison's announcement in which he stated that the cause of the action was on account of his unbelief in his ability to successfully cope with the situation financially. A dozen men immediately jumbed to their feet with various generous offers, but Elliott quietly announced that to help mend matters one expense would cease—that attendant with the *Good Roads'* office. Elliott said that this would cease tonight. He would assume, personally, all expenses connected therewith and if the Wheelman Publishing Co. does not wish to terminate the contract before the expiration of two years hence he will continue to edit that magazine without one cent cost to League.

Van Nort suggested a reduction of other expenses, such as Bassett's salary.

No Action was Taken

though Adams spoke of the Racing Board's self-supporting plan this year, whereby $1,800 more is saved which Willison had overlooked Cooke, of Philadelphia, offered 40 per cent of the total sum in the state treasury.

Then Willison took the floor and explained his fears. He said that the state divisions might not co-operate with his endeavors. He figured that the League would be $1,000 deeper in debt at the end of the year unless some action was taken. If, however, the state divisions would agree to stand a levied tax if necessary he would withdraw his resignation.

Van Nort referred to the Michigan trouble regarding the books and money of the division. Willison replied, saying that the money was safe in the bank where no one's check would be honored at present. A lawsuit would soon settle that. The motion to adjourn was carried at 6 o'clock.

INTERMOUNTAIN CHAMPIONSHIPS.

SALT LAKE CITY, March 3.—The proposition which the leaders of racing matters on the Pacific coast will submit to the National Racing Board for the establishing of intercoast championships to be contested for annually by the champions of the Pacific coast and intermountain states of Utah, Idaho, Montana, and Nevada, has raised the question as to who are the best men of the intermountain states, and how will they acquit themselves when brought into competition with the giants of the Pacific coast states.

The scarcity of good cycle tracks in the intermountain district, and the lack of interest in racing matters has practically narrowed the available material down to the racing men of Salt Lake and vicinity. Two years ago "Billy" Swendeman, of Helena, was the undisputed champion of this section, but he is now at Marshall, Mich. C. S. Dell, of Butte City, is now Montana's best rider, and on him the cyclists of that state bank their hopes. His riding the past two years has been somewhat erratic, but he has undoubted speed, a good sprint, and only needs the advantage of steady training to bring him out.

Idaho has no racing men outside of Pocatello and what men that city possesses have done so little riding that it is not possible to predict what they will do with proper development. A good cycle track will be built in Pocatello early in the spring and the wheelmen of that city promise to produce a man to represent their state on the western circuit. Unless some new crackajack springs up during the season it will fall upon Utah's fast men to defend the championships of the intercoast championship races. How well they will do it only time will tell. Heretofore they have been handicapped through lack of good tracks and proper training, but this year the fast men of this section will have the advantage of one of the fastest tracks of America on which to train and will be given the advantages of experienced trainers and all the double machines necessary for pacemaking.

Last year all of Utah's men rode in Class A and the struggle was between themselves and no opportunity was given to try conclusions with eastern or western men except at Denver when Evans, Weiler, Jensen, and Gunn rode in the Class A races at the national meet.

Evans and Weiler will probably ride in Class B next season. Conibear, the Peoria rider, will locate in Salt Lake and will be an addition to Utah's racing contingent. These three men are looked upon as the fastest trio in the intermountain states. What "Maddox" Hyde, Jack Royle, or Frank Thatcher will do can not be predicted at the present time.

At any rate the evolution of the intermountain champions during the next eight months will be a process which will be most interesting. When the time comes they will be ready to give a good account of themselves when they try conclusions with the Pacific coast in the fall.

William Sanger, a younger brother of Walter, who is contemplating becoming a Class B rider this year, is still negotiating with several firms. None of them have yet closed a contract with him, but it is reasonably certain that he will join a team before the season is far advanced. Julius Andrae is also negotiating with him to take charge of his riding school that has been opened here. Walter has advised his brother not to go out on the road unless he can get a fair salary because he says there is no use in beating about the country and wasting time when you can stay at home and establish yourself in some other business.

The catalogue of the Elwell European tour is a very interesting little book. If you wish to see Europe awheel, write to F. A. Elwell, Portland, Me., for information. * * *

The French Touring Club had 753 candidates for admission during January.

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AMERICAN DUNLOP TIRE COMPANY,

Western Branch,
266 Wabash Ave., CHICAGO.

Mention The Bearings.

504=506 West Fourteenth Street, NEW YORK CITY.

Canadian Branch,
36 and 38 Lombard St., TORONTO.

IS A SELF-MADE MAN.

Colonel Pope Tells the Story of His Life to a "Bearings" Representative—An Interesting Tale.

NEW YORK, March 3.—"Good evening, Colonel; how are you?"

THE BEARINGS man had accidentally run onto Col. A. A. Pope in the rotunda of one of Gotham's hotels, and greeting him, as above, was answered heartily: "Good evening. Very well indeed, thank you."

The opportunity seemed a good one and somewhat encouraged by the air of the father of cycling, THE BEARINGS man continued: "Colonel, what do you say to an interview? One of the readable kind. Not altogether about cycling and its past, but about yourself from your boyhood up to date. Have you any objection?"

For reply Colonel Pope glanced at his watch and then said: "If you won't make it too personal and agree not to misquote me I don't object."

Cigars were lighted and as the pair seated themselves in two huge leather chairs the scribe opened fire.

"What is your full name, Colonel?"

"Albert Augustus Pope."

"When were you born, and where?"

"On May 20, 1843, at Boston, Mass."

"Tell me something about your immediate ancestors."

"Well," began the colonel, and then with a pause as though deep in thought, he continued, "I am a descendant of the families Pope, Cole, Neale, Pierce, and Stubbs, all well known throughout New England. My father was Charles Pope, of Boston, an active business man. My mother was a daughter of Capt. James Bogman, likewise of Boston. At an early age, through business reverses, my family was placed in circumstances somewhat straightened and I was compelled to begin the struggle of life. I learned the lessons of perseverance and independence, to which I attribute more or less of my subsequent success."

"What was the first real labor you ever did?"

"Well, let me see.

"The First Position I Ever Held

was on a farm near Brookline, Mass., at which place my folks were then living. I was employed here afternoons and during my summer vacation. That was my start in life."

"How long did you remain there?"

"For three years, during which time I saved a small share of my rather meager earnings. Then I commenced buying fruit and vegetables from the farmers, and later on opened a store of my own in Brookline, hiring small boys to assist me. One summer I cleared over $100, and I tell you I was proud of it."

"How old were you then?"

"I was only thirteen years old at the time. I then entered high school from where I graduated when I was in my sixteenth year, accepting a position in the Quincey market, and later on shifting to a job with a firm which dealt in shoe findings."

"What were your duties and salary at this place, Colonel?"

"Well, I don't mind telling you," and his eyes beamed with pleasure as he recalled the recollections of his boyhood. "My salary was $4 per week, and in return for it I had to carry heavy bales of leather, stir boiling varnish for hours at a time, and so on."

"Tell me, how did you receive the military title of colonel?"

"To do that properly let us commence at the beginning. I lacked a month of being seventeen years of age when the awful news spread through the country that Fort Sumter had been fired upon by the southerners. I at once joined the Galignac Zouaves, and was chosen captain of the Home Guard of Brookline. Less than two years later I went to the front with the volunteer forces of the Union as second lieutenant of Company I, Thirty-fifth Massachusetts Infantry. That was on August 22, 1862. I was promoted rapidly, being second lieutenant, then first lieutenant, captain, major, and lieutenant-colonel. At the close of the war I was one of the four original officers to be mustered out of the service. I believe that I am the only survivor today."

"What Important Battles were You In?"

"Let me see, it's a long time since I've talked on this subject, and my memory may be a little rusty. Well, there was South Mountain, Antietam, Sulphur Springs, Fredericksburg, Vicksburg, Jackson, Knoxville, Petersburg, Poplar Spring Church, and—eh—well several others, which I can not bring to mind right now. At Knoxville I received a wound in the leg."

"Of course you must have earned your promotion in the army from time to time. What special acts of bravery were you ever mixed up in, so to speak?"

"Oh, well, none worthy of mention; any man would have done what I did from time to time. When a man's duty commands him to do a thing he must do it, no matter what the consequence may be, and frequently one is called brave for having done something which he did not want to do, but which he was too much of a coward to refuse to do. When a man willfully risks his life in obeying orders, it is generally because he is not brave enough to refuse." And Colonel Pope dropped into a reflective mood after having relieved himself of this opinion. (As a matter of fact Colonel Pope's conduct was most gallant all during the war and many times was he complimented for his bravery, ability, and unflinching courage by his superior officers.)

"After the war had ended, Colonel, what did you do then?"

"I returned to my former employer after the close of the war. Shortly afterward

"I Went Into Business for Myself."

"What was the nature of the business?"

"Slipper decorations and shoe manufacturing."

"What was the next public office you held?"

"In 1876-77 I was a member of the city council, of Newton, Mass. It was while serving in that position that I visited the Centennial Exposition at Philadelphia and saw for the first time a bicycle. I was strangely fascinated and seemed drawn to that one spot, where at times I would find myself dreaming away the hours unawares in examining the mechanism of the wheel."

"When did you learn to ride?"

"A friend and neighbor of mine named Chandler imported a bicycle from England about that time and this gave me a better opportunity to study the thing as I desired."

"Let's see, it was about that time that the Pope Mfg. Co. was organized, was it not?"

"Yes, in 1877 the Pope Mfg. Co. was born. I was president and general manager, and we were in the business of marketing small patented articles. A short time afterward I visited England in order that I might carefully examine the wheeling prospects abroad, with the idea of manufacturing for the American market. In September, 1877, I placed the first order for an importation of English machines. In the spring of 1878 the first order given for bicycles to be manufactured in the United States was placed with the Weed Sewing Machine Co., of Hartford, Conn. Subsequently I gained control of this company."

"It was you who founded that publication the *Wheelman*, wasn't it?"

"Yes, with a view of educating the Americans to

"A Proper Appreciation of the Advantages of Cycling

I put $60,000 or thereabouts into the enterprise."

"I believe you have also been largely interested in legal proceedings from time to time, ever since your advent into the cycling world."

"Correct. I am proud to state that it was I who was instrumental in gaining for the bicycle riders many privileges which they would not have enjoyed today had it not been for the everlasting fighting which it was necessary to give some of the different city governments throughout the country. But so many others have since appeared who are so much more worthy of the wheelmen's thanks than I that I would prefer not to dwell on that subject."

"Once you were started in the manufacturing of wheels, I suppose things grew rapidly?"

"Oh yes. In 1878 we started manufacturing and turned out but fifty bicycles in that year. Business has grown steadily and in jumps, however, until now the Pope Mfg. Co. employs a capital of over $2,000,000. You know all about our new factories in Hartford, so it is needless to say anything regarding them, excepting that we have ten acres of flooring there and give employment to an army of expert mechanics."

"You have been somewhat active regarding good roads also, I believe."

"Well, somewhat. I have for many years been deeply interested in

"The Improvement of our Highways

and from time to time I have spoken vigorously on the subject. In 1892 I started with renewed efforts a fresh campaign and think that congress was more or less awakened from its trance on the subject by the stirring up it received. Some time we will see improved roads, but its rather hard to say when. However, we have hopes that action will eventually be taken which will lead to the proper ends."

"Your time is taken up entirely with your business interests I should think, Colonel. Is it not true?"

"Well, rather. You see I am at this time holding many positions and offices, to each of which more or less of my time must necessarily be given. There's the presidency of the Pope Mfg. Co.; directorship of the American Loan & Trust Co., known as the Winthrop National Bank, and Boston Five Cents Savings Bank; then I am a member of the Massachusetts Society of the Sons of the Revolution, commander of the Massachusetts Commandery of the Military Order of the Royal Legion, member of the Edward W. Kingsley Post, 113; the Algonquin Club, Beacon Society, Society of the Thirty-fifth Regiment Massachusetts Volunteers, and Boston Merchants' Association. I am at present vice-president of the Army of the Potomac, a life member of the American Academy of Political and Social Science, a member of the executive committee of the American Association of Inventors and Manufacturers and

"Recently I was Elected a Visitor of Wellesley College

and of the Lawrence Scientific School of Harvard College. I belong to the Boston chamber of commerce and the Hartford board of trade. Then I am either an officer or a member of at least a dozen other corporations, so you can readily see how little time I have for anything except business."

"Would you accept political honors if they were forced upon you?"

"No sir, I would not."

"How many children have you, Colonel?"

"Five in all. Four sons and one daughter."

Here Colonel Pope looked at his watch, jumped to his feet, and exclaimed: "By George! I had no idea it was so late. Why it's 9 minutes

of midnight and I have to catch the 12 o'clock train for Boston. Good-by, we will finish our interview at some other time."

And with a hurried handshake and a hop, skip, and a jump, the swinging doors of the hotel swayed for a minute, back and forth, after the colonel's form had passed through them, finally settling to a balance, while a distant whistle of a locomotive, signaled the departure of the Boston express, with Colonel Pope aboard.

BUFFALO WANTS A TRACK.

BUFFALO, N. Y., March 3.—Bisontown cyclists have fully recovered from the straightaway record craze which swept over this bailiwick a few months ago, and have now contracted a serious malady that can only be diagnosed as "mania de cycle track." In other words the pedal pushers have suddenly realized the fact that "the only town" will remain nothing more than small potatoes until a track rivaling either Waltham or Louisville is an assured fact. Therefore everybody is talking track—quarter-mile, third-mile, cement surface, board floor, and grand-stand soup is dished up at every meal, and the end is not yet. But the expert followers of the game are not fully convinced. There is by far too much enthusiasm and too little of the long green in sight to back up the rose-colored plans. The cycling scribes have wasted gallons of ink and used up a gross of pens in arousing a healthy interest in the matter, but the present outburst is in the nature of a surprise. Yet one of the four schemes under consideration may go through, and—may not. If in the affirmative, why Buffalo will be able to assume a position in the racing game, to which, by its environments, it is fully entitled; if not, the bailiwick will be no worse off than it is at present. Briefly, the first project born was brought into this vale of tears by an ambitious land company owning fifteen acres of meadow land about one and a quarter miles beyond the city line, and about two and a half miles from the shores of Lake Erie. After the style of land companies, this association

Had the Track Already Built—

in its mind's eye. A meeting was called, to which were invited a number of well-known wheelmen, among whom was Henry E. Ducker. A committee, under the leadership of the "father of cycle tournaments," was appointed to ruminate on the suitability of the site, bearing in mind the necessity of good transportation facilities to and from the proposed track. This committee, or rather, Henry E. Ducker, made a report at the meeting held last Thursday. Ducker ascertained that the mud-patch was over a mile away from the street-car line, and that no steam cars passed within several miles of the proposed gold mine. When these facts were placed before the land company delegate, he pooh-poohed the matter, and averred that busses could be secured to transport passengers to the track. This aroused the ire of "Father" Ducker, and he retorted that all the busses in Bisontown could not transport the spectators he would get to any course with which he was connected. 'Tis not dead yet, this suckling babe, but its life is dispaired of.

Another project was sprung by a pic-nic park company having land on the Delaware boulevard, the sight of Eck and Johnson's record trials last October. This company has the land, owns the street-car line connecting with Buffalo, and wants the cyclists to raise $15,000, and to take active charge of the building and running of the track. This was a fair enough proposition, but for some reason or other the wheelmen themselves did not take kindly to the advances made. The third scheme is still in embryo, but has the elements of probability, which point to an ultimate success. Half a dozen well known followers of the game, who have money at command, are figuring on a central site, and will go ahead, asking no odds of anybody, providing land in a favorable location can be found.

The Martin Road Race.

Gen. Hi Martin last Saturday set at rest the minds of local riders by announcing that the Martin will "go" as usual on Decoration Day. The sigh of relief that went up when his decision was made known can only be imagined. Of course, now the talk of numerous dark horses is again being revived. Captain Lampman, of the Press C. C., claims he has "something good," who will repeat the trick performed by little Joe Quinlan last year. Captain Peterman, of the Rambler B. C., says he has a cinch on time prize Concurrent with the announcement, Mr. Martin stated that the race would rival that of last year; that at least seventy-five place prizes will be up, and that perhaps the number will reach the century mark. Unlike previous events, in which only one time prize was offered, the three men making the best time will be rewarded this season. But one condition made will not please the men in the race, nor any one following the road racing game, and that is that any one of the time winners well up in the place prize list, will get only one trophy. Thus if a scratch man or back marker finishes both first in time and at the head of the field, he can only take first place prize or the first time trophy. Martin says that the race will probably be run over the historic course, but that point is not yet definitely settled, so it is possible that the contest may take place over the park course. Now that the event will be held on Memorial Day, the Globe road race, promoted by Penseyres and Haberer will be shifted back several days. It will probably be run on Saturday, June 1, so as to take advantage of the entry list of Martin's race. This latter fixture will also be a prominent event, and will attract uniformly good talent.

Soon the local racing men will get down to work in preparation for the season's campaign. One of the performances already on the tapis is an effort to lower the 200 mile Buffalo and Erie and return road record. The Buffalo *Courier*, as soon as the season opens, will probably measure the distance, locating the start and finish in front of its office, and all attempts will be looked out for by the cycling staff of that paper. The record now stands at 13:10:40. Searle's mark of 12:44:45, made over the Elizabeth course will be fractured if possible. There are three men who will fight with each other for the plum. One is W. L. Steimal, the well-known long distance man, who formerly held the American record of 13:21:15 for the distance; the second is T. T. Mack, a new "phenom" who holds the course record at present, and the third is big Mose Mignerey, who finished second in the Buffalo to Pittsburg 250 mile road race last September. All three men will have ample pacing by tandems, and the chances are that the time will drop below twelve hours under favorable conditions.

AFFAIRS IN MASSACHUSETTS.

SPRINGFIELD, MASS., March 4.—The Massasoit Club gave a two nights' side show last week. The members vied with each other to make it the best thing of the winter, and they succeeded admirably. The first night was devoted to the entertainment of the gentlemen, and the second was known as ladies' night. A large number of the lady friends of members were present, enjoying the novelty and wishing they too could be members of such a genial organization.

The Ladies' Bicycle Club has decided upon gray for its uniforms, and the new and becoming bloomers will be ready for use as soon as the snow goes and the ground dries up sufficiently to allow the reintroduction of wheel as vehicles of transportation.

The Vermont Wheel Club, of Brattleboro, held a special meeting last week to decide upon some business matters of importance relating to the opening of the riding season. The club is in a very flourishing condition, and the outlook for a successful season is promising.

The Mt. Kilburn Wheel Club, of Bellows Falls, Vt., has some plans in process of formation which will make it more lively and interesting than ever this spring. The club is the largest club of any kind in the town and has finely fitted-up rooms fronting on the main business square. Its runs and socials are important events in the social life of the village and any improvement in them will be appreciated by the young people. The club has always given a minstrel show in the early spring, but has not yet decided upon its form of benefit for this year.

The agitation for street and road improvement in this city and vicinity increases. Never before has it been so pronounced. Wheelmen and horsemen alike are interested and unless radical changes are made in the administration of some of the offices there will be more trouble politically next fall than has ever been experienced by these individuals before.

THE STANDING COMMITTEES.

President Willison announces the following appointments: H. E. Raymond, chairman of the committee on rules and regulations; Isaac B. Potter, chairman of the highway improvement committee; W. M. Brewster, chairman of the committee on transportation.

Columbus Cycle Shows.

COLUMBUS, OHIO, March 3.—F. Howard Tuttle, representing E. C. Stearns & Co.; J. Feighner, of H. A. Lozier & Co.; J. D. Lasley, of the March-Davis Cycle Co.; Frank E. Drullard, of the Buffalo Wheel Co.; C. E. Weaver, of the Boston Woven Hose & Rubber Co.; and B. V. H. Schultz, the soap baron, were few of the notables in attendance at the spring opening of Oscar S. Lear. The affair on the whole was very *recherche*. In the office department was stationed a stringed orchestra, hidden from view by a bank of massed palms. Notwithstanding the inclemency of the weather the crowds during the past week were simply immense.

Rogers & Adams, local agents for the Pope Mfg. Co., opened Friday at 22 East Spring Street, one of the finest cycle shows that Columbus has ever been honored with. Their interior decoration and their new models, make a very inviting and attractive place.

Entertained a Chicago Wheelwoman.

HAVANA, CUBA, Feb. 24.—Members of the Club Biciclista de la Habana tendered a reception this morning to Mrs. A. Coleson, of Chicago. The members of the club escorted Mrs. Coleson on a pleasant run along the seashore to the clubhouse at the Vedado, from where, after a rest, they took her to the chorrera, returning to the clubhouse for luncheon. The party was made up of Cuban ladies and gentlemen.

Sanger has Typhoid.

Dave Shafer, trainer of the Spalding team, received a telegram from Milwaukee last Tuesday informing him that Sanger had a severe attack of typhoid fever. Shafer left immediately for the Cream City to nurse the sick giant.

John D. Rockefeller, the Standard Oil Co. magnate, is an enthusiastic cyclist, according to the daily papers. He rides around town in his business suit and thinks that cycling is the only sport. Mr. Rockefeller takes a great delight in converting his anti-bicycle friends and teaching them to ride. It is said that he has induced over twenty of his friends to take up cycling and that he has presented each of them with new bicycles.

The Bearings — The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, MARCH 8, 1895. No. 1.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

"A YEARLING."

One year old—THE FOWLER TRUTH. Fifty-two shots at our enemy—competition. Unlike a bad gunner, all our shots were well aimed and each time has the fort of our competitors been pierced in the weakest spots. Here, there, and everywhere shots of ***truth*** from our ever better position have belched forth and by carefully following up a little advantage here and there we are to-day in a fortification of such construction that we fear not the oldest trained gunner or the keenest eyed.

THE FOWLER TRUTH, the thermometer of our success-prosperity, was the outcome of our idea of having a half column of our trade items on a page of display matter (as they who "permitted us all to grow up" now have, thanks to our showing 'em how). It then occurred to us to run a full page devoted to things in general Fowler. We did so, and the outcome has been one that for results—good results—has repaid us tenfold. The object of an advertisement is: First, to get one's name before the public; second, to get it before them in such a way that they will remember it; third, to get that same public to believe what you have to say; fourth, to get the same public to look for what you have to say, and then say the things backed up with facts that will bear the fruit of your desires—***the sale of your goods.***

THE FOWLER TRUTH has done all that for us.

We are making bicycles; good bicycles. We talked of them—how they were built; what of; what they were capable of doing; what they ***did*** do, and who our agents were.

Anything we had to say regarding our wheels was the plain truth, simple and unadorned. Our shots were not of the "paper-wad" kind, that did no good or did no harm. They were the kind that pierced competition, flew straight and swiftly to the target, and the ting-a-ling of the bell convinced us that we had hit the bull's-eye of success.

Carefully did we outline every phase of our policy toward our agents and riders, and that, together with the Truth about The Fowler, has placed us where, were you to ask a well-posted cyclist



today, to name five of the best wheels made, The Fowler would be one of them.

We tell you, readers, we could not have attained our present position in the cycling world on any other ground than that we made a good bicycle and that it proved the claim.

THE FOWLER TRUTH is not a braggart; and for the reason that it puts things in a different way don't mistake it, and think that we mean to imply that no other company can build bicycles besides the Hill Cycle Mfg. Co. We don't claim to be infallible. We don't claim to make the best wheel in the world (although we are always ready to shy our castor in the ring and argue point for point with those who think they do), or one that never breaks. We are not such fools. Firms out of ammunition usually make such statements.

We shall continue THE FOWLER TRUTH and are always on the lookout for good ideas so that our page will attract you. We will try and make you our friend, even if you don't buy our wheel.

FOLLOW THE LEADER.

All played this game when they were young and some are still playing it as hard as in the days of rollicking childhood.

Yes, follow the leader. Some openly copy the ideas in THE FOWLER TRUTH and others do it in a "back-door, pull-down-the-blinds" fashion.

Yes, follow the leader and quit the Class B game. The time for the scramble has come. Follow the leader and "into the band wagon get." They've started!

Listen to these words, the substance of which has appeared for the last eight months in these columns. "It is ridiculous to expect an intelligent public to believe a statement, which any bicycle manufacturer may make, to the effect that Mr. 'So and So' the great racing man, will ride this, that, or the other wheel in all his races because he has concluded that it is the fastest and best wheel made; or words to that effect." These words from the "experienced" and indorsed by "The Bearings" in last week's paper. A few pages beyond the lines above quoted appeared these words in THE FOWLER TRUTH:

"For a maker to say that this Class B man or that Class B man has chosen their make of wheel for the season's mount by reason of its excellence *is all bosh.*"

"Into the band wagon" driven by THE FOWLER TRUTH for eight months past is the order of the day.

Another word on this subject next week—"Into the Band Wagon" (with cut).

OUR NEW WHEEL.

Cut delayed until next week. Make $5 by naming it. Look for the cut, and then watch competitors "see the point" and tag after—***follow the leader.***

OUR NEXT ISSUE

Will contain articles entitled: "Into the Band Wagon" (with cut). "What Are They For?"

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

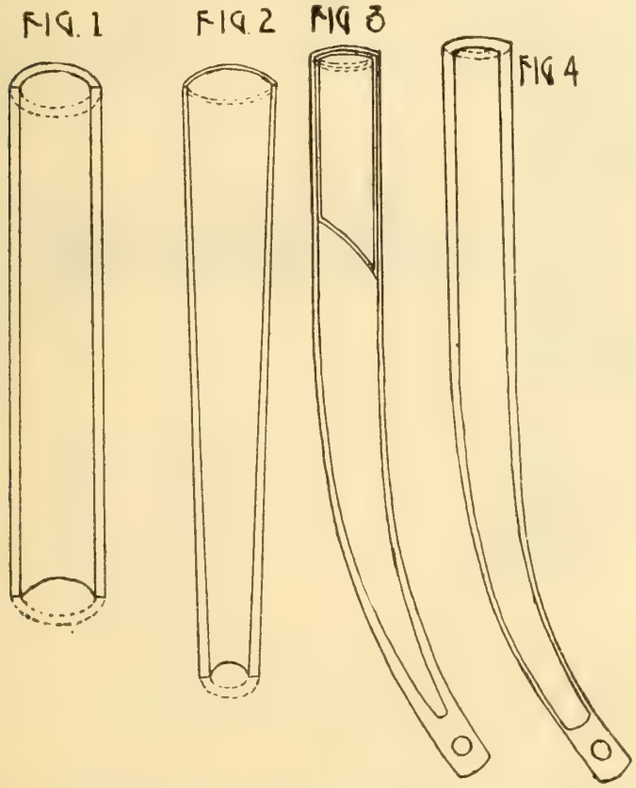
THE RIGHT SORT.

"A trade journal with a thousand subscribers often has a greater number of readers of the sort the advertiser wishes to appeal to than the daily paper circulating a hundred thousand copies." This quotation is from "Printer's Ink," published by George P. Rowell & Co., the advertising experts.

TAPERING TUBING.

E. C. Stearns Tells Some of the Secrets of the Trade—Something to Ponder Over.

SYRACUSE, N. Y., March 3.—"It may seem strangely like telling tales out of school to boldly print ideas which are usually deemed mechanical secrets, but I believe the time has come when a general knowledge and thirst for knowledge in the matter of bicycle construction has reached the point where it is well to fully illustrate the advantages and originalities of one's product," said E. C. Stearns today to a BEARINGS' man. "It has been my experience," he continued, "that those who hid what they knew and were afraid to show what they had, rarely possessed anything worth show-



ing. I well remember an early experience which in a way illustrates this idea. While I was a boy, working in my father's small shop, it became necessary for the success of our business that a japanning oven be added to our plant. I was sent to the superintendent of one of the large shops and stated to him the class of work which I desired to do, and asked that I be allowed to learn how to do it. He tried to discourage the idea, and led me to believe before I got through with him that this was one of the dark secrets that were handed down from father to son for generations. I was loath from the first to accept this idea, and so I purchased a little japan and watched my chances when my mother was baking bread, when I quietly slipped into the oven a couple of pieces of iron which had been dipped in the japan. I did not get a very good bake on the bread, but

"I got a Bake on that Enamel

which has seldom been equaled since; therefore I believe it is true in most trade secrets, a little intelligence and skill will work most things out.

"At the same time one manufacturer or mechanic is more prolific in original ideas than another, and it is well for him at least if he makes new forms or ideas and can lead in these ways. Bicycle building has reached a stage of perfection that will be hard to improve on except in the matter of using and improving the quality of material and details of design and attention to workmanship, unless the whole art is revolutionized by some new principle in mechanics.

"What seems to me to be one of the greatest advances in cycle building which has been brought out this year, and one which has seemed quite impossible to accomplish, is the method of reducing the gauges in tubing as well as diameter. One of the things which has seemed to me wrong in the construction of all bicycles is that in tapering pieces of tube, like forksides or handle-bars, for instance, the process of tapering thickened the tubes at the smaller end where strength is not required. It is apparent that the metal must be thicker at the crown than at the hub of a forkside, just as a whip is heavy and thick at the end where power is applied, or a column or derrick beam is thicker and more rigid at its base end. Therefore

"To Scientifically Construct a Light Bicycle

I have caused to be made a forkside which gradually tapers, not only in diameter but in gauge from crown to hub. This may be illustrated by the following sketches, which show the process of manufacture of forksides: Figure 1 represents a straight tube the required diameter that the forkside is made from, the shells or gauging of the tubing being uniform. Figure 2 shows this shell drawn to a smaller diameter at the lower end, thus increasing the thickness or gauge of the tube at that portion and leaving the upper portion its original thickness. Figure 3 shows the forkside flattened and reinforced at the upper portion to get strength at the outer part, and it will be noted that the heavy part made by the upsetting of the tube in tapering still remains in the lower end of the forkside, where it is not required.

"Now the method which I have been fostering consists in drawing and tapering the tubing in such a way that the shell varies in gauge from the top of the fork, thus allowing the right thickness at the top and requiring no reinforcement, and gradually becoming thinner as to gauge until it reaches the botrom of the fork where a very thin shell will answer the requirements. This of course means a decrease in weight and

"A Considerable Strengthening of the Fork,

because, although reinforcement is necessary, still it is not nearly as good as original metal. It will be readily seen that a gradual decrease in the gauge of the forkside, starting at the crown plate and ending at the hub, must be a great improvement, so far as strength and lightness are concerned, over the usual brazed-in reinforcement which ends abruptly at some point within the fork, forming a ring above which the fork is very stiff, and below which the metal is very thin. Furthermore, a reinforcement must be brazed in a fork or frame and this requires fire, which, unless it be controlled by an expert operator, may overheat the tubing at the end of the reinforcement and so cause a brittleness or softness, the first being caused by burning the steel, the second by annealing it. It also means extra weight, which is unnecessary.

"I believe that this tapering of tubes in the matter of gauge as well as diameter is one of the distinct improvements for 1895 which we have introduced in the construction of Stearns bicycles. That this will be followed by others there is little doubt, as it is one among the many ways of lightening and still keeping strength that we have been so fortunate as to be the first to introduce."

WEST SIDE CYCLE ROW.

A visit to the West Side Cycle Row being in order after our Row write-up of last week, a BEARINGS' man mounted his '95 jigger Saturday afternoon and hied him westward. The West Side Row centers at Ashland Boulevard and Madison Street, and all of last week was as busy a thoroughfare as any in Chicago. The cyclist and the fair cycliste (note the difference, please) turned out like some '95 outputs of which we have heard, and the West Side boulevards fairly teemed with wheels and riders of all descriptions. Going to the extreme end of the Row, we were surprised to find what we at first thought to be a new concern, but which turned out to be the Graham Cycle Co., at 601-603 W. Madison Street. This concern undoubtedly has the handsomest salesroom on the West Side, and also the largest repair shop, having over 3,000 square feet of space. Manager Graham was kept very, very busy and his only complaint was the dilatory manufacturer. "Why, we have just received today four of an order for twenty-two sent in last week," said he, "and I have been compelled to sell my own jigger right from under me." The Thistle, Munger, Monarch, and the Bliss (a machine made for the Graham company) constitute its line.

Next door at 597

The Sterner Cycle Co. was Found

equally as busy as Graham, while its repair shop was filled to overflowing, every one being anxious to have his machine in good shape to take advantage of the spring-like weather. Sterner handles the Stearns, Remington, Lovell, and the Madison and Sterner Special, the latter medium-grade wheels. Mr. Sterner reports excellent business in his repair kits. Geo. E. Lloyd & Co. are next in line, having a very pretty salesroom at 593, where they carry a full line of Clevelands, Triangles, and Waverleys. This is only a branch, as Lloyd's headquarters are at Canal and Jackson streets. Immediately adjoining Lloyd & Co.'s is the Ashland Cycle Co., which reports a very good business in Ramblers, Fowlers, and Relays. This company has a very pretty place, nicely fixed up, and with just sufficient stock to make a good showing. Across the street at 588 we find a stove-dealer—L. H. Schmertman—who concluded over a year ago that stoves didn't sell in summer while bicycles did, and vice versa. He therefore very

wisely concluded to secure the agency for a crackajack or two, and thereupon selected the Union and National, with which he does a good business in high grades, while he depends upon Westminsters for medium.

"The Soudan, 18 pounds, $100," is the inscription on a sign placed on

A Very Attractive Wheel

in the window of Mason & Mason, at 587. Genial John Mason presided, and though he could illy spare it, gave up a few moments of his time. "Business is excellent, never knew it to be better. We have actually sold, so far, three times as many wheels this year at retail as in any year since I've been in the business," said John. "If I had only anticipated the demand for the America, I would have had a couple of dozen here today, for I really believe I could have sold them. Disposed of my stock of six and have orders for five more, and this for Saturday only." In addition to those already named, Mason & Mason handle the Columbia, for which they are having quite a demand and then for a medium grade (or as they put it, a high grade for a medium price) the Ajax. The Red Repair Outfit is marketed by this concern, and manufacturers throughout the country know of its merits.

Horn & Hughes (around the corner at 87 Ashland Boulevard) complete the list of those immediately on the Row. They handle the Victor and March as leaders, while the Bismarck, Huron, and Empire make up their line of medium grades. Every one of the dealers above mentioned are as enthusiastic over the prospects as 'tis possible to imagine, and they are all as busy as can be cleaning up for spring, as it were. All of last week, good mild weather prevailed, and business "looked up" accordingly. At least 100 wheels were sold, and at full list prices, though in some cases there has been a tendency to cut in the way of allowances in trade on old machines.

DORCHESTER, MASS.—Virgil L. Wilson, hardware, bicycles, etc., will open a new store at 894 Dorchester Avenue.

COVINGTON, GA.—R. M. Everitt, hardware, bicycles, etc., will take up bicycles. Branch business carried on at Conyers, Ga.

EUREKA SPRINGS, ARK.—J. W. Newtorp, hardware, bicycles, etc., new store opened. Correspondence invited with manufacturers of bicycles and bicycle sundries.

MARTINSVILLE, IND.—W. N. Olney & Co., hardware, new store opened. Will take up bicycles.

GOLDSBORO, N. C.—W. H. Huggins, hardware, will add bicycles, and desires correspondence with manufacturers. Will also handle sundries.

FARMERSBURG, IND.—James Branson, hardware, bicycle, etc., has been succeeded by Branson & Renshaw.

NEW YORK, N. Y.—The Bridgeport Gun Implement Co., at 313 and 315 Broadway, is introducing a new bicycle stand, and is preparing to place advertising for same.

WORCESTER, MASS.—The J. J. Warren Co. is putting on the market a new leather tool bag for bicycles, and is about to place advertising for same.

UNAVILLA, N. Y.—The Unavilla Tire Co. is introducing improved bicycle luggage carrier, and will shortly place advertising for same.

BELFAST, ME.—F. A. Carle, lately deceased, hardware business, succeeded by J. H. & J. W. Jones, who will take up bicycles.

FORT GAINES, GA.—A. S. Brown, hardware, will take up bicycles. Correspondence with manufacturers of wheels and sundries invited.

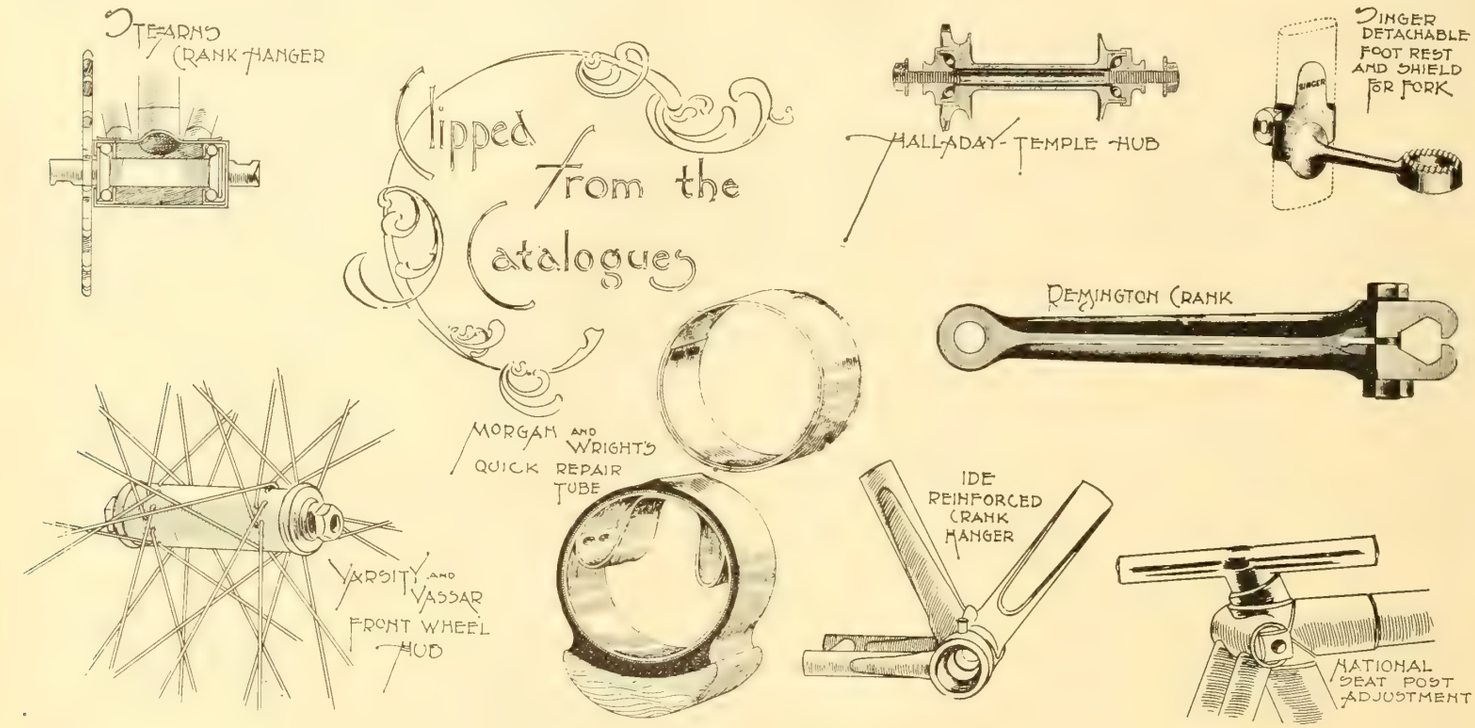
WASHINGTON, D. C.—The Enterprise Cycle Co., new firm, commenced business at 908 New York Avenue. The firm is composed of G. W. Ribble and L. K. Miller, formerly with F. S. Cahill & Co. They will carry the Syracuse.

SYRACUSE, N. Y.—C. Edward Wood has severed his connection with the firm of W. H. Wood & Son, and will go into the bicycle business. Correspondence with manufacturers of bicycles and bicycle sundries is invited.

NEW BEDFORD, MASS.—Hoyle & Smith have opened a new bicycle store in Emerson Building on Union Street.

MOORESVILLE, N. C.—R. H. Tomlinson is investigating with a view of adding bicycles. He invites correspondence with manufacturers.

GLENNS FALLS, N. Y.—A. A. Budd & Son have reopened their bicycle store with a stock of 100 wheels.



Taken as a whole and after a careful inspection of local trade the assertion that this is to be a banner year seems to be true. On both rows, however, there is a dearth of tandems, and orders are actually being refused by those who have so much as a sample. West Side dealers are perfectly willing though to let tandems go if they can only get enough singles to fill orders.

TRADE HAPPENINGS.

JACKSONVILLE, ILL.—John W. Hall & Son have entered into the bicycle business, and will carry the Rambler, Stearns, Victor and Waverley, besides a line of cheaper grades. The firm will also handle sundries, and will conduct a repairing department. Irving Woods will have charge of the firm's entire bicycle business.

NEW YORK, N. Y.—L. C. Jandorf & Co. have opened a new uptown bicycle emporium at 1709 and 1711 Broadway, corner Fifty-fourth Street. A formal opening of the place was recently celebrated, and a crowd of old customers was present. The firm will keep in stock wheels intended only for the fine trade, including Warwicks, Peerless, Triangles, and Linwoods.

SYRACUSE, N. Y.—The Cullman Tubular Hub Co. has incorporated, with Otto Cullman, Harris S. Van Wagenem, and Alfred Wilkinson as directors, to manufacture bicycles, seats, wheels, etc. Capital stock, $25,000; to be divided into 250 shares.

ROME, N. Y.—J. B. McHard, sporting goods, store on West Dominic Street, and factory at the corner of Washington and Liberty streets, sold at public auction, to satisfy executions issued on judgments held by Mrs. Johanna Palmer, of Denver, Colo. The stock and fixtures, which inventoried at $2,138.33, were sold to W. E. Scripture for the plaintiff, at $800. The stock and fixtures in the factory inventoried at $3,945.49; were likewise bid off for $2,000.

BERRYVILLE, ARK.—W. R. Hamilton & Co., hardware, etc., bicycles, has succeeded W. R. Hamilton.

LUMBERTON, N. C.—W. W. McDiarmid will accept agency for good bicycle. Correspondence with manufacturers invited.

WESTBORO, MASS.—Humber & Co., bicycle manufacturers, general office and headquarters established at 318 Broadway, New York City, with Elliott Burris, as general manager.

NEWARK, N. J.—S. Rose, 13-15 Franklin Street, is offering for sale a plant for the manufacture of bicycle sundries. Also a large stock of good made up ready for market. The reason assigned for selling is sickness, and the price offered is $1,200. The enterprise is protected by patented machinery and tools, and all are reported to be new, and in good condition.

HAGERSTOWN, MD.—Railway Cycle Mfg. Co. has been incorporated by Chas. H. Hartley and others. Capital stock, $5,000.

MILWAUKEE, WIS.—Friese Boat & Cycle Co., sporting goods, reported as having given bill of sale for $600.

ELBERTON, GA.—Bewley Hardware Co. contemplating opening a bicycle department, and would accept agency for a medium priced wheel. Correspondence invited with manufacturers.

REIDSVILLE, N. C.—Denny Bros., hardware, etc., will handle bicycles. Propositions from manufacturers are invited.

LOUISBURG, N. C.—H. C. Taylor, buggies and wagons will add bicycles. Correspondence with manufacturers invited.

About the Barnes.

The Barnes Cycle Co.'s racing wheels will be pure white, even down to the rims. The suits worn by the riders will be of the same color. William Van Wagoner, who at one time was declared the fastest road rider in the world, an individual who attained achievements galore, is now the superintendent of the Barnes Cycle Co. and also the chief designer. It is not unlikely that the old war horse will be seen on the road again to familiarize the older element with his famous expression: "Tack on, boys." Three enterprising Barnes' agents are now out among the trade. This contingent includes Bert Scoville, an old Syracuse Athletic Association favorite; Charles J. Batcharie, whose "gift of gab" is seldom equaled, and Malcolm T. Faulkner, the debonair knight of the grip, who is known as the "Adonis of the trade." Cobb & Archer, the New York retail dealers, have contracted to supply the metropolis and vicinity with the Barnes the coming summer.

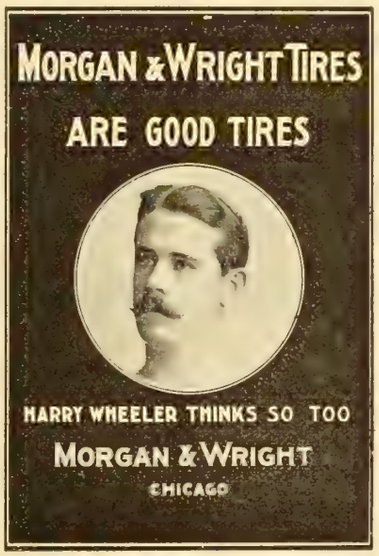
TEXAS TRADE NOTES.

HOUSTON, TEX., March 1.—For the past sixty days we have had a veritable deluge of cycling salesmen, and rumors of big orders have been so thick that we are really beginning to wonder what we are coming to. Fortunately a great many of the fancied large orders have been only rumors in every sense of the word. Just one little dig, however, at a brand new salesman, who is a good fellow, means well, but lacks just a little in experience. He has placed five separate state agencies in Texas alone and organized no less than three racing teams, and while all of his "century" orders are not bona fide, still he is doing some good work, and another wheel which was almost entirely unknown in the state last year will be somewhat of a factor in the Lone Star State.

Dallas.

You can always expect something new here, and never be disappointed. Dallas has always been pre-eminently at the head of the list for the number of her cycle stores, and in 1895 she will keep up her past reputation. From so many different sources have bicycle stores (and bicycle departments in stores already established) sprung forth in Dallas that one never knows just where to expect the next surprise. About the largest sensation of the season is that fully chronicled in a full-page "ad" in the local cycle paper, the *Cyclist and Sportsman*, of Aultman, Miller & Co., extensive dealers in agricultural implements, etc. This is a branch of quite a substantial concern with headquarters at Akron, O. They are in the cycle trade very extensively and expect to cut considerable ice. While they are not by any means the only jobbing cycle concern in the southwest, they are undoubtedly one of the strongest, and will make quite an effort to do a very extensive business throughout the entire state. Their line to date includes the Sylph and Overland, and in a recent conversation with the manager of this department it was learned that undoubtedly other wheels would be added, negotiations for which were then pending. John Treiller, who is quite a cycling celebrity, will have immediate charge of the bicycle department.

In the meantime, however, the established dealers from last year are not idle, and the season with Chas. Ott, who handles quite a line of bicycles in connection with a large sporting goods business, promises to be one of increased activity. The line of wheels that Mr. Ott has for making a selection from should suit the most fastidious—Sterlings, Victors, Fowlers, Eclipse, Avery, Majestic, Monarch, and last but not least the Eagle Altair. That Mr. Ott is endeavoring to cater to the every wish of the public is evidenced by the fact that he gives any customer the option of Vici, G. & J., or Dunlop tires on any wheel he sells. The cycle department of this establishment is under the charge of Mr. Kirch, who is a salesman of no mean ability, and who has steadily increased the bicycle sales since his connection with the business.



Covey Bros. are perhaps all that they claim—the largest bicycle house in Texas. They are thorough students of the wants of the public, and no wheelman need enter their store in quest of any useful article connected with the necessities or pleasures of cycling without having his desires fully satisfied. In their line of wheels they have an all star aggregation, and they certainly know a good wheel when they see it. The senior member of the firm, E. R. Covey, was an early visitor at the Chicago show, entirely on business bent, and while making no particular addirions to the line of wheels already selected, he acquainted himself with any number of valuable points, and had the satisfaction of seeing that the wheels he had selected were all that were claimed for them in comparison with the other wheels exhibited. This firm did a tremendous business in Ramblers last season, and the fact that the Rambler heads the list of their "big six" is a significant point. Their line for 1895 includes the Rambler, Columbia, Stearns, Waverley, Crescent, and Czar.

An important feature of the trade which is naturally of great benefit to them is their riding school where private lessons are given to all prospective purchasers who are yet in their novitiate state. A properly conducted riding school and one that makes a specialty of private instruction is undoubtedly a profitable feature of a well equipped cycle store.

Another new addition to the cycle trade of Dallas is the music house of C. H. Edwards, the agent for the Premier. It is a very strong concern, boasting of seventeen years' experience in the music trade.

Sherman.

All pioneers are reputed to be big, warm-hearted fellows, and such a one is Chief Consul Hope, the proprietor of the Sherman Bicycle Agency. The "Chief" as he is familiarly called by the wheelmen in general is about as well known in Houston and Galveston as he is at the extreme northern portion of the state. Of course, like all other people in the cycle trade, or any trade for that matter, Chief Hope is in the business for profit, but he'd be in it just the same if there wasn't a prospect of making a dollar, for he loves the wheel and loves the trade, and in addition to his being one of the best posted men on cycling affairs in all branches, he has done more to advance cycling from every point of view, with one of the smallest cities in the state as his stamping ground, than any other wheelman in the south. The chief tries to anticipate the every wish of his trade, and in selecting a line of wheels he always combines about as many good points as the next one. He generally carries about as many different makes of wheels as you would find exhibited at a small cycle show; for instance, his 1895 line is at present the Munger, Victor, Spalding, Raleigh, Hartford, Central, etc He has been the chief consul of the Texas division about as long as the oldest wheelman can remember, and will doubtless continue to be for some time yet.

Other agencies in Sherman are Geo. W. Hubbard, who has continued to stand by the Columbia for several years, and G. W. Miller & Son, who are agents for the Overland and Sylph wheels.

On the whole the Sherman trade is not opening up very bright as yet, but that does not signify that it will not. These uninviting blizzards and snowstorms that have wrestled with and conquered the sea breezes for the time being, are freezing the blood in wheelmen from Galveston to Denison, and the farther north you get the harder it seems to freeze, and the longer it takes to thaw; but when it does thaw, Columbias, Sylphs, Mungers, etc., will be all over Sherman.

Marshall.

This is not a new town on the map of Texas, but nevertheless a resurrected one from a cycling standpoint. Marshall enjoyed a sure enough cycle boom once, but like all booms it subsided, and the reaction is only just at present taking place.

C. G. Lancaster & Bro. will handle wheels on an extensive scale in Marshall in the future, having already ordered quite a nice stock of Ramblers and accessories. The rent business will come in for quite a share of their attention, and they have every encouragement that their cycle department will become a profitable feature of their already established business.

Cleburne.

In this advanced day there are women connected with every branch of business and in every profession, and not infrequently with good success, too. We are informed that in Cleburne there is a bicycle agency of the exclusive character—exclusive as to the style of the business—it being strictly of a bicycle nature, and doubtless also exclusive in business methods, for in the name of the proprietress we readily recognize a brother League member's wife, the League member in question being one who gained not a little notoriety in his very bold stand for a color line; or if no color line in the League, a brand new League for Texans and southerners, in general. A trade article in the last *Cyclist and Sportsman*, under a Waco heading, is authority for the statement that Mrs. Kate Thacker, of Cleburne, has opened up a full fledged bicycle agency, in which she has a well equipped repair shop in charge of an expert machinist, and that she will pay particular attention to the rent business.

Mrs. Thacker is an expert wheelwoman, and one of the first of southern lady riders to adopt the rational costume, in which she has as yet comparatively few followers, although it is plain that public sentiment is gradually becoming less opposed to their use. Mrs. Thacker will devote her energy to the sale of Stearns bicycles, in addition to which she will carry quite a complete line of sundries. On the whole she is an entertaining, energetic lady who deserves success and she should do well.

EL SUD.

ENGLISH TRADE NOTES.

LONDON, Feb. 23.—The subject which is at present creating the most sensation in trade circles is the question of ironmongers and their future relations to the cycle trade and cycle agents. *The Cyclist* has been giving a series of articles on the matter calculated to teach ironmongers how to successfully manage a cycle business, and I am not at all sure whether this action on the part of one of the leading cycling papers is altogether loyal to the cycle agents who have given the journal in question a good deal of their support in the past. It is true that the *Cycle Trade Journal* for this month has an article on the matter, but it simply warns the agents against being too certain of their present position, and does not teach outsiders how to compete with them. There seems to me to be a vast difference in this, and the matter savors of "cadging" for circulation on ground likely to be opened in the near future, totally regardless of the interests of those whose capital is already invested in more or less expensive depots.

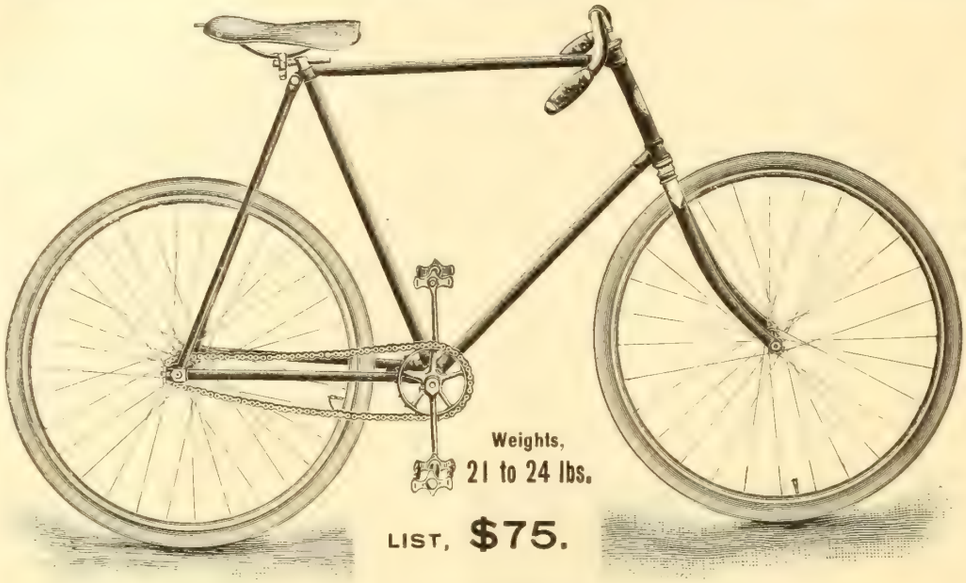
Wheeling, on the other hand, raises its voice against the publication of too many articles on this and kindred trade matters in papers which do not confine their circulations to the trade, even if they advertise that they do, pointing out that these articles are not in the best interests of the cycle trade generally, and I think that the London wheel paper is right for once—which is a truly wonderful thing.

The pneumatic brake which was exhibited at the Stanley Show and was so much commented upon, has been still further improved and as at

A $75 BICYCLE.

HIGH GRADE, LIGHT WEIGHT,
BACKED BY A LIBERAL GUARANTEE,

THAT'S WHAT WILL BE
THE SELLER FOR '95.



Weights,
21 to 24 lbs.

LIST, $75.

THE WABASH LINE.

28 in. Racer,	Model	A,	18 lbs.,	list $90.00
28 in. Gents',	"	B,	21 "	" 75.00
28 in. Ladies',	"	C,	25 "	" 75.00
26 in. Youths',	"	D,	23 "	" 50.00
26 in. Misses',	"	E,	26 "	" 50.00
24 in. Boys',	"	F,	22 "	" 40.00
24 in. Girls',	"	G,	25 "	" 40.00

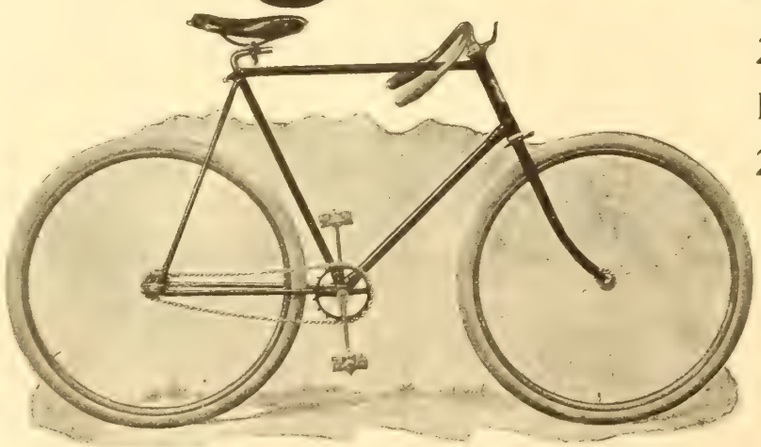
WE HAVE A
SPECIAL PROPOSITION
FOR
RESPONSIBLE DEALERS.

THE MODEL "B" WABASH SCORCHER.

THORSEN & CASSADY CO., 141 AND 143 WABASH AVE., CHICAGO.

Sole Agents THORSEN, WABASH, STEARNS, REMINGTON, and LOVELL DIAMOND Bicycles.

AJAX CYCLES



26-inch,
High Frame,
24 lbs.,

$50

Here's one of them. We have

ALL SIZES
FOR ALL AGES

$100, $75, $60, $50, and $40.

THE TORNADO, 26-INCH, MODEL B", $50.

Hibbard, Spencer, Bartlett & Co.,

18 to 32 Lake Street, CHICAGO.

present constructed seems to leave little to be desired. One of the improvements is an attachment which allows of the brake being fixed between the mudguard and the wheel or under the crown of the front fork. The brake pad is, moreover, fixed in the metal shoe by inflation, doing away with the rubber solution formerly used. The brake is a perfect one for single machines, and is very light.

The returns of the cycle export trade for January seem to show the season has opened earlier than usual and the total value is $426,350 as against $415,105 last year and $255,975 in the corresponding month of 1893. This is highly satisfactory provided it is kept up and that the prices are all right.

The Boudard gear, which was to have done such wonders, is a long time starting on the job. I notice that the latest advertisements state that the gear is just the thing for tourists, so that its abnormal speed powers are apparently off. Most people who tried it say that these said powers were never on anything but paper. The shares of the company are now below par.

The same may be said of nearly all the cycle shares just now with one or two notable exceptions, as for instance Humber & Co. The Coventry Machinists' Co. are quoted lower this week than last, though why this should be so I don't know.

It is curious to note how very much the outside press goes wrong when it deals with cycling. Jerome K. Jerome's paper, *Today*, has gone very much astray over the question of makers' amateurism, and in endeavoring to show up the matter has gravely stated that a tire costing $60 would be increased in value to $85 if some well-known rider beat a record upon it. It is further stated that the agent for the tire in question has been negotiating with a rider for this purpose. The whole thing turns out to be a myth, as was obvious from the first to anybody knowing anything of cycling, for where can we find a tire which costs $60 to begin with?

Some members of the trade in Manchester are endeavoring to draw the attention of manufacturers to the fact that in not a few instances the wholesale prices of machines are openly quoted in not only the cycling press, but in some cases outside journals, and are asking that the matter should be seriously considered with a view to stopping such information in the future. I certainly think that this is a very right step, for what other trade would countenance such a proceeding? But then, what other industry is conducted on such thoroughly unbusinesslike lines as the cycle trade of this country?

I hear that the New Howe Machine Co., Ltd., of Glasgow, are so improving the crank-brackets of their machines for the coming season that 5-16th inch balls will be used in the path racers and special light roadsters. The competent cycle engineer who recently stated that the crushing load of large and small balls was the same, is expected to pen an article to the *Times* on the folly of the New Howe Co.'s proceeding. The "Scorcher" will do the same in as many cycling papers as will print his practical opinions.

WILL O' THE WISP.

A BIG VICTOR DEAL.

A deal of considerable magnitude has just been closed in Chicago by which the Thorsen & Cassady Co. will take control of the Overman Wheel Co.'s business in this part of the country. Mr. Thorsen stated last Wednesday that he had taken the agency for the Victor for Illinois, Iowa, and Wisconsin. He has also taken the agency for Victor sporting goods for the entire northwest. The Chicago branch of the Overman Wheel Co. will be closed and the entire stock removed to the store of the Thorsen & Cassidy Co. C. R. Overman, who has had charge of the Chicago branch, has not yet decided what he will do in the future. He says that he may do as John L. Sullivan intends to do—become a tiller of the soil.

This deal will cause quite a surprise in Chicago trade circles, as no one had the slightest suspicion that such a thing was even contemplated. The deal was brought about because a very prominent sporting goods dealer refused to sell the Thorsen & Cassady Co. sporting goods at a reasonable figure. The capital stock of the Thorsen & Cassidy Co. has been increased to $100,000, every dollar of which has been taken. This enterprising firm manufactures the Thorsen & Wabash, and is agent for the Stearns, Remington, and Lovell Diamond.

Huss Gains a Slight Victory.

H. A. Lozier & Co. writes THE BEARINGS that they received the following telegram last Tuesday from their attorney, W. A. Redding, at Washington, D. C.: "Decision filed yesterday in favor of Huss in the interference with Palmer." This decision was made by the examiner of patents. John F. Palmer, the inventor of the famous tire, was shown the communication and said: "This doesn't affect the Palmer tire in the least. We will carry the case to the Supreme Court if necessary for a more favorable decision. The question at issue is simply the first three claims in the Palmer patent relating to the use of a single ply of thread fabric."

There are not a few characteristic points in the catalogue of the Very Cycle Co., of Boston. It is a pocket catalogue easily carried, and while unpretentious, so far as display goes, is still a specimen of first-class typographical work, and illustrates and describes clearly the seven different Warwick models, and the characteristics and features of the Warwick bicycle. The front cover shows a color sketch in four colors from a watercolor of some merit, showing conspicuous in the foreground a rider on a Warwick with vermilion rims.

Syracuse Bicycles

of whatever model are not the uncertain embodiments of a crude theory as to what should constitute a good bicycle. Each type represents not only a fundamentally sound idea to begin with, but the perfect evolution along a true line of success. The agent of

Standard Articles

such as Crimson Rims has the best stimulus to higher effort in the reputation they have already won, and in the reward always attendent upon persistent progress

THERE'S DOLLARS IN THE SPARKLE OF THOSE CRIMSON RIMS.

Western Agents: Farwell, Ozmun, Kirk & Co., St. Paul, Minn.

Makes the Shirk and Sells the Zimmy.

One of the new comers in the bicycle trade is the G. M. Shirk Mfg. Co., 273 Wabash Avenue, Chicago, who has already gained a reputation that any firm may well be proud of. It is in the market with one of the best lines ever shown to the public, the wheels ranging in weights from 16 to 26 pounds. The Shirk company show thirteen models, which includes seven models of the Shirk, five models of the Zimmy, and one model of the Chicago. It is western agent for the Zimmy. Several large agencies have already been placed in various parts of this country. The Shirk company is well known to the hardware trade throughout the United States, and the members of the firm have a reputation among the largest dealers as men of integrity and push. The company is rapidly branching out, having recently opened an office at 30 Warren Street, New York, and at 905 Market Street, Philadelphia, with J. P. Maher in charge. G. M. Shirk, president, is the founder of the Shirk Refrigerator Co., which has a world-wide reputation for turning out a superior grade of refrigerators. H. R. Pollow, is the manager.



H. R. POLLOW.

The Crawford Wheel & Gear Co.

On January 17 articles of incorporation were granted to the Crawford Wheel & Gear Co., of Hagerstown, Md., authorized capital, $100,000; incorporators, William H. Crawford, Robert S. Crawford, Geo. D. Crawford, Charles T. McCue, Charles H. Carlile, all of Hagerstown, and Lionel B. Whymper, of Brooklyn, N. Y. The company has just completed a factory, and will manufacture ball-bearing axles, rubber-tired wheels, a new tubular running gear, and a new ball-bearing fifth wheel, absolutely weather-proof. The new running gear is less than one-fourth the width of the present gear, and can not possibly work loose. The president, R. S. Crawford, is also president of the Crawford Mfg. Co., bicycle manufacturers, of Hagerstown. While attending the New York cycle show, Mr. Crawford had one of their improved pneumatic-tired, ball-bearing wagons with him, which he showed to some of the most prominent carriage builders of the metropolis, finding everywhere a most favorable verdict on the new and patented features, and taking a number of orders. Charles T. McCue will be the manager of the new company, and L. B. Whymper will be the New York representative, at 72 Reade Street.

Among the Remington's improvements this year are: A narrow tread which gives great rigidity to the crank-hanger, ball retaining bearings, adjustable handle-bar, bayonet crank and manner of attaching, new pattern dust-proof pedals, Perry Humber pen steel bushed chain, detachable crank sprocket, and Mannesmann spiral drawn weldless steel tubing. The Remington Arms Co. have always been noted for the high standard of excellence of their products, and this same high standard is fully carried out in their wheels. The '95 line is fully up to date in every particular.

O. S. Potter, 48 Freemont Street, San Francisco, has taken the agency for the Halladay-Temple Scorcher in the state of California. Mr. Potter has secured the services of W. L. Goldert as city salesman for San Francisco. At the recent 'Frisco cycle show the H. T. Scorcher exhibition was very conspicuous, nine wheels being shown. Through the assistance of Mr. Potter's agents from Oakland, Sacramento, and Los Angeles, and the other large cities on the coast, many orders were placed for the wheel.

The McElwaine-Richards Co., of Indianapolis, manufacturers of the J. & R. changeable gear, has contracted with the G. M. Shirk Mfg. Co., and will push the sale of the Shirk in connection with the gear. It will have seven men on the road, and expects to do a large business. The G. M. Shirk Mfg. Co. feels elated over its success in securing their business, as they were competing with nine other manufacturers of well known and well advertised wheels.

The pace indicator, made by Turney, Clark & Co., was given a thorough test last Sunday by two of the best riders in Chicago. The little instrument stood the test nobly and showed that it is all that the makers claim for it. Turney, Clark & Co. are receiving applications for space from every section of the country and it is a case of first come first served.

E. C. Bald and Ray MacDonald, accompanied by Asa Windle, passed through Chicago last Tuesday on their way to the Pacific Coast. They will train at San Jose for two months, going from California to El Paso, where the finishing touches of their training will be added. The Columbia men may do some racing while on the coast.

The Beverly transparent mud-guard is made of pure celluloid. It is put on and off in a jiffy and rolls to a small compass. It cleans easily, and F. S. Waters & Co., 155 West Washington Street, Chicago, are the makers.

The West Side Auction House Co., 209-211 West Madison Street, Chicago, will auction off 500 high-grade wheels Saturday, March 16.

For Comfort and Pleasure in Riding

OR FOR A GOOD STANDARD EQUIPMENT,

Use Rex, Climax, or Arrow Tires!

Then you will be like, yet unlike, the fellow who, on being asked why he had his shirts made to order, replied that he wanted to get them "RIGHT IN THE NECK."

FOR PARTICULARS AND CATALOGUE ADDRESS

THE EASTERN RUBBER MFG. CO., TRENTON, N. J., U. S. A.

ST. PAUL TRADE PROSPECTS EXCELLENT.

MINNEAPOLIS, MINN., March 3.—Dealers in St. Paul are enthusiastic over the outlook and confidently anticipate the largest season's business they have ever had. Tom and Birney Bird have formed a company under the name of the Bird Bros. Cycle Co. and will push the Syracuse wheels in the Saintly City. Both of these men have more than a local reputation as riders and probably no men are better known in the northwest than they are. The Bird brothers are deservedly popular among wheelmen, owing to the courtesy they are always anxious to extend any cyclist. As Tom Bird said to THE BEARINGS' man, "I'd help the worst enemy I've got in the world to break a record if he was going for it squarely and honestly." The boys are at present doing a very satisfactory business and have bright prospects.

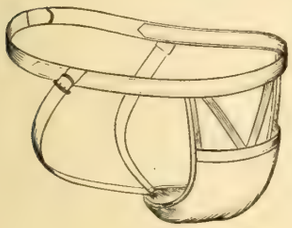
F. M. Smith & Bro., general northwestern agents for the March, and St. Paul agents for the Ramblers, are full of business, and too busy to talk. They have several stores outside the city and are doing a rushing business.

Kennedy Bros. are swearing by the Fowler and Columbia wheels this year and say they are making converts right along to their way of thinking. Heath & Co. say the Stearns is good enough for them and are making it their leader.

Of the stores that have sprung up this season and that carry second-grade wheels it can be only said their name is legion; and they're doing business, too, if appearances count for anything.

The club at St. Paul has an active membership of sixty-five and is making accessions right along. It is making preparations already for its annual road race at Como Lake and will probably give a race meet during the season, though not under League auspices.

Made on Scientific Principles.



The Davis suspensory, made by the Braddock Hose Supporter Co., 358 to 366 Dearborn Street, Chicago, has many advantages over the ordinary supporter. It is made on scientific principles, it prevents chafing, it does not bind, cut, or draw as it pulls even from every point, the sack is of a fine silk fabric made especially for the purpose and will not get out of shape; the very best web is used in its construction combining strength with durability, and lightness; it is easy of adjustment and no inconvenience to the wearer. The Braddock company has sold large numbers of this handy little article so far this year.

THE WARWICK LINE.



Model 21—$100. Model 22—$100.

Model 23—$100 Model 25—$ 0

Model 26—$85. Model 27—$125.

The Demon Whistle.

The Demon Whistle Co., 233 Randolph Street, Chicago, makes its bow to the public this week. The Demon Whistle rivals a locomotive's in strength, and has the capacity of a steam calliope. Its wild, weird shriek can be heard for blocks. It is the best whistle on the market today.

Tom W. Winder, of Warsaw, Ind., will start from New Orleans March 12. He will try to ride around the coast and border line of the United States in 300 days, a daily average of seventy-two miles. His mount will be an Eclipse fitted with Morgan & Wright tires.

E IF YOU WANT E
A
CHEAP BICYCLE OR TANDEM
YOU WILL NOT BUY
AN EAGLE
WE MAKE ONLY THE BEST
THE EAGLE BICYCLE M'F'G. CO.
TORRINGTON, CONN.

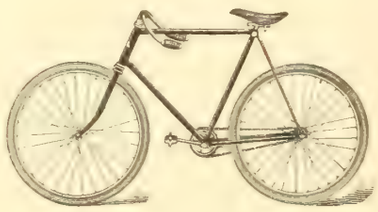
PEERLESS

RIDERS MAKE THE RECORDS---

AGENTS MAKE THE PROFITS---

WE MAKE THE WHEELS!

TRADE MARK



WHY?

See the wheel, IT tells about the Records;
Write us, WE tell about the profits.

Note: All Peerless Bicycles have Blue Rims.

POINTS OF MERIT: Instantly Adjustable Handle Bar—Can be adjusted from saddle; no wrench required, any position; no clumsy attachments. Detachable Tangential Flanged Sprockets—Simple and strong, with direct pull on the chain that never fails. The flanged edges take all the drag of the chain and save ten per cent of the friction and—most important—wear. Zimmerman uses no other sprocket in racing. These sprockets, together with the crank, can be taken off and replaced in two minutes. Combined Handle-Bar Clamp and Lock Nut—Does away with two adjustments. New Seat-Post Device—Never equaled. Your saddle post can be tightened with the fingers. Detachable Brake Fixtures—Entirely and instantly removable. Humber Crank Bracket—With our patent duplex forged steel axle. Absolutely dust-proof. Narrow Tread. Double Fork Crown. Large Tubing and Fine Lines. Any Tires or Saddles Furnished. Design, Construction, and Finish Superb.

THE PEERLESS—Model G, Light Roadster - - 21 lbs.
THE PEERLESS—Model BB, Track Racer, - - 17 lbs.
THE PEERLESS—Model K, Ladies', - - - 24 lbs.
THE TRIANGLE—Model H, Roadster, - - 24 lbs.



See that Name "PEERLESS" "Just a Little Better than the Best."

PEERLESS MFG. CO.,

CLEVELAND, OHIO.

MENTION THE BEARING.

WHAT "LU-MI-NUM" IS.

"The metal which we use, and which we call lu-mi-num, is a transformed aluminum, having the same relation to the aluminum of commerce that steel has to iron," says the catalogue of the St. Louis Refrigerator & Wooden Gutter Co. "Any one at all familiar with metals will see the force of this comparison at a glance. Iron is a natural metal produced from ore. Steel is iron transformed by mechanical and chemical processes into a new and artificial metal, possessing new and more valuable qualities and also retaining all the best qualities of iron; but in the process of transformation these qualities are so greatly improved as to render the relationship of the two metals scarcely distinguishable, except from the fact that they are both the product of the same original ore. Steel is merely improved iron, and lu-mi-num is merely improved aluminum. Aluminum in its common forms or with its common alloys—in other words, the aluminum of commerce—is not at all suited for use in cycles. The metal aluminum has many characteristics peculiar to itself, and is thoroughly well suited for many purposes, but it is wholly lacking in the necessary life, resilience, stiffness hardness, or strength required in the parts of a bicycle. The more a person knows of aluminum the less likely he is to believe in our claims. One who is informed regarding the metal knows that endless labor and money have been expended in endeavors to construct bicycles from aluminum, and that the results have been failure. Therefore, when he reads that we have an aluminum bicycle, claimed to be far stronger than steel, he shakes his head and says either 'fools' or 'liars.' On the other hand, the man who knows really nothing of the metal is ready to believe the most sweeping fairy stories, and is wholly apt to expect too much. He can not see why we do not build a roadster at ten pounds weight or a racer at five pounds. The point on which we wish to inform the public most clearly and definitely is that the metal we use is not used or known by any one else; our metal is an alloy consisting of about 96 per cent purest refined aluminum, and about 4 per cent of other substances, the whole combined and treated by an entirely new process, both chemical and mechanical. The result is a metal which is, bulk for bulk, about the same strength as the best wrought iron, and only one-third as heavy. Weight for weight, our metal shows about double the strength of any steel which can be made up into cycle tubing and brazed together, and it actually shows a higher tensile strength and modulus of elasticity, weight for weight, than any steel."

Albert E. Hunt, S. B., tells of the properties of aluminum as follows:

The metal aluminum has certainly not been "damned by faint praise." One of the chief difficulties encountered, and which today retards and restricts the wider use of this metal, is the extravagant and erroneous statements which have been made as to the properties of the metal.

Aluminum melts at about 1,300 degrees F., but becomes pasty at a temperature of about 1,000 degrees F., although loss of strength is only while the metal is kept at high temperature. It serves as an annealing operation, and reduces permanently only the higher tensile strength produced by cold rolling or otherwise cold working the metal. Aluminum does not volatilize at any temperature ordinarily produced by the combustion of carbon, even though the high temperature be kept up for a considerable number of hours.

The fracture of aluminum shows ordinarily hexagonal crystals, although the pure metal is very tough, and in breaking, by bending backward and forward, often appears distinctly fibrous in fracture. Both stiffness and hardness are very much increased by the addition of a few per cent of impurities or alloy, and are especially improved by cold hammering, cold rolling, drop forging, or the like.

Pure aluminum is, when properly treated, a very malleable and ductile metal. It can readily be rolled into sheets five ten-thousandths of an inch thick, or be beaten into leaf nearly as thin as gold leaf, or be drawn into the finest of wire. Pure aluminum stands third in the order of malleability, being exceeded only by gold and silver; and in the order of ductility seventh, being exceeded only by gold, silver, platinum, iron, softest steel, and copper.

Aluminum can be rolled or hammered cold, but the metal is most maileable at between 200 and 300 degrees F., and should be heated to this point for rolling or breaking down from the ingot to the best advantage.

But when castings are drop forged, rolled, hammered, or drawn down with only sufficient annealings to prevent the metal from cracking, the increased hardness shows up in a remarkable degree. These properties have already become not only the subject of a considerable number of letters patent, but also of established uses of the arts, and will, in future, add enormously to the applicability of the metal.

Until very lately the lack of methods for successfully hardening aluminum were two of the greatest drawbacks to its introduction for many purposes. I am glad to be able to say, however, that both of these difficulties have lately been successfully overcome. I have already outlined the method of alloying pure aluminum with a few per cent of hardening metal, and cold rolling or otherwise working as being ways out of the difficulty of its softness.

By hardening the metal by rolling, forging, drop forging, stamping, drawing, etc., it may be turned out very rigid, and will then answer excellently for purposes where the annealed metal would be entirely too soft, too weak, or lacking in rigidity or elasticity.

As to the corrodibility of aluminum, a great deal has been printed that is not correct. In the first place, aluminum is acted upon by the atmosphere. The metal becomes covered by a very thin, almost imponderable, coating of oxide on the surface exposed to the atmosphere, which seems to protect it from further oxidation.

The coating is so thin as often to hardly interfere with any polish, and it does not materially change the weight of the metal.

Parker Holds World's Records.

The accompanying likeness is that of W. A. Parker, of Waco, Texas, who has proved himself to be one of the fastest as well as the strongest road riders in the country. Parker holds the five, ten, and twenty mile world's road records, his respective times for each distance being: five miles, 11:18⅕; ten miles, 24:16⅕; twenty miles, 50:08, which are recognized distances and have been accepted by the Century Road Club. He has ridden a quarter mile in :26⅗ and a half mile in :55, both on the road and unpaced. His mount is a Stearns Yellow Fellow fitted with Morgan & Wright tires.



W. A. PARKER.

Bidwell-Tinkham's Carrier.

The Bidwell-Tinkham Cycle Co., of New York, is putting on the market a machine which will probably fill a want which has been felt for a long time in this country. That of a practical delivery

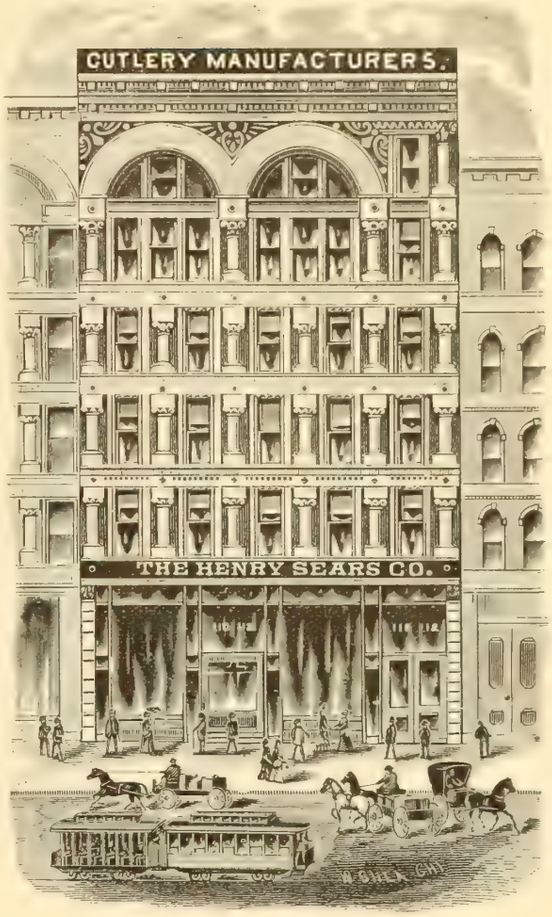
wagon, built on the principle of a bicycle or rather that of a tricycle. The Tourist Carrier is copied after the English Marriot, but is about forty pounds lighter and made on a better line. Cushion tires are advocated as the machine is strictly for business and punctured tires cause delays. However, pneumatic tires are supplied when demanded. These carriers are meeting with a tremendous demand throughout the country from confectioners, bakers, grocers, and all dealers in light merchandise of all kinds. They are already being used in New York by Richard Weber, the great Harlem butcher, and by the New York Syndicate & Trading Co. The price of these carriers is $150 with cushion tires and $160 with pneumatic tires.

"Sherry" Saved the Socks.

The recent fires on Cycle Row, Chicago, brought out a story the other day of a blaze on the Row last spring. The fire started in the rubbage room on the second floor where the Raleigh company, Premier company, Ferris-Wheeler and Barr Mfg. Co. had their offices. Some one had doubtless flipped a lighted cigarette in the room, but this, of course, is only a surmise. "Cy" Barr was the first to see the flames, and shouting "fire" at the top of his voice, grabbed up four bolts of cloth, which he tucked under both arms, and then with a half-dozen cycle suits in each hand made a hasty exit. "Sherry" How rushed in his office, tore open his desk, grabbed one-twelfth of a dozen pairs of soiled socks, assorted, and he made number two on the sidewalk. Chapman, of the Raleigh company, closed and locked his door to keep the flames out, and then realizing what he had done, and fearing to go through the halls, which were now filled with smoke, was about to jump out of the window when he was restrained by "Sherry" calling to him that the fire was out. It was only a small blaze, and was out in less than 5 minutes after it started. Everybody, however, had the laugh on How, and life was made miserable for him during the rest of his stay in the building. Even at this late day, should you want to irritate him, the simple inquiry, "If you, a pair of socks, and your mother-in-law were in water, and about to drown, which would you save, your mother-in-law or the socks?" Well do it, and also produce the drinks at "Sherry's" expense.

The "three in one" compound made by G. W. Cole & Co., of New York and Chicago, is now handled by over fifty of the principal jobbers in the country. This famous compound prevents rust, cleans nickel, enamel, and varnish, and lubricates chains and bearings.

John H. Kelly has left E. B. Preston & Co. and has allied himself with the Jenkins Mfg. Co.



The Chicago store of The Henry Sears Co., 110 Wabash Ave.



Write for catalogue.

Tribune

The Black Mfg. Co., Erie, Pa.

You see them
Everywhere

because Money cannot buy better wheels, and the prices — see below.

Crescent
Bicycles

are made of the finest materials obtainable and skilled labor is employed in their construction. Newest designs — Perfect in every detail — Strictly high-grade — Fully Guaranteed.

Our Seven Models for Ladies and Girls, Men and Boys make the best and most complete line of Bicycles on the market.



CRESCENT SCORCHER, 20 lbs. $90.

Men's and Ladies', $75. Youths' and Misses', $50. Boys' and Girls', $40.

Reliable Agents Wanted where we are not now Represented. Catalogue Free.

Factory, Chicago, Ill. WESTERN WHEEL WORKS. Eastern Branch, 35 Barclay St., N. Y.

MENTION THE BEARINGS

NO BETTER BICYCLE MADE THAN THE

Lovell Diamond

THE MODERN BICYCLE WITHOUT A RIVAL.

AGENTS WANTED. . . . . CATALOGUES FREE.

JOHN P. LOVELL ARMS CO., - BOSTON, MASS.

Mention The Bearings.



The rapid advancement made in bicycle construction during the past eight or ten years is wondered at by the public in general. At the present time daily newspapers are in the habit of drawing comparisons in a general way between the manufacturing cost of bicycles and of sewing machines and one need not be surprised to see even passing allusions to the "bicycle craze" as a parallel to the "roller skating craze" as it is termed. Only those directly interested in the great industry of bicycle manufacturing can realize the possibilities and future of this great industry.

Let us look back a little, say in 1887. Bicycles then were of little practical value. The ordinary was the only machine which had any marked sale. Except for touring, and riding for health and pleasure it could not be termed a vehicle of general utility. The following year a radical departure appeared—the Eagle high wheel, with a small steering wheel in front, which bid fair to eventually secure a monoply of the trade. This may seem an exageration, but let us look at the facts.

The few safeties in America at that time were being decried and branded as freaks, the public having had a rather unsatisfactory experience with geared safety bicycles of the kangaroo type and were ready to vehemently denounce *all* geared bicycles.

Accidents to Riders of the Ordinary

were of daily occurrence and with the appearance of the new Eagle high wheel (being a perfectly safe machine *without* gearing) the riding public were quick to give it their unqualified approval.

The keen appreciation of the new mount was perhaps whetted by its unusual and phenomenal success on both road and track. Its winnings were the talk of the cycling press both at home and abroad. In one prominent event in 1889 in which there were a large number of starters on various makes of machines, ten out of the first twelve men rode Eagles, including all of the first five men finishing. Can any one make of wheels show such a record in a prominent open event of today? Were not such winnings calculated to attract hundreds of riders from ordinaries and induce them to purchase the new mount? We have quoted but one instance, but it is safe to say that no make of wheel ever had such continued and unbroken success on both road and path under all kinds of riders as the Eagle. They were good wheels well made; they stood up, no serious falls or accidents resulted from their use, and furthermore they won when in competition with other styles. We quote from *Bi. World* of December 9, 1889, as follows, "The Eagle was pretty well proven to be

A Safety of the First Water

from the fact that a rider last week rode a distance of eighteen miles in the dark and over poor roads in the splendid time of 1 hour and 16 minutes."

It would bother many riders on light weight up to date mounts to do this at the present time. At that time, such was the demand for Eagle bicycles, that, had the facilities been sufficient to fill all orders, the number of these machines in the country would have outclassed all other makes combined. So much for Eagle high wheels; they were good and true and are remembered with much of the old enthusiasm by many of the old time riders who have followed the many changes in cycle construction which have taken place during the past few years. In their day they more than met competition and carved for themselves a place in cycle history.

When pneumatic safeties became thoroughly in vogue we find the Eagle Bicycle Mfg. Co. still on the aggressive, never following exactly in the footsteps of others, but manufacturing and marketing wheels embodying marked improvements and distinctive features of merit which were not found in wheels of other makes. In 1893 the cycling press both in England and America were agog over the fact that

The Improved Eagle Light Weight Safeties

weighed several pounds less than any other catalogued road machine on the market. These machines were fitted with an innovation in the shape of the Eagle aluminum rims (patented), by the use of which several pounds in weight were saved over steel rims then in common use. This reduction in weight from the wheels or revolving portions of the bicycle added greatly to its easy running qualities and the machine had a remarkable sale, greatly overtaxing the manufacturing facilities of the company. The aluminum rims proved a great success, and with added improvements each year they have since grown rapidly in public favor and general popularity.

In 1894 bicycle frames constructed of cold swaged, tapered tubes were introduced by this company and by their evident superiority soon became accepted by the trade as being one of the most important and vital improvements shown to the trade in a long time. By a patent process reinforcements were cold drawn into the ends of the tubing by the operation of tapering or cold swaging. Previously the vibration caused by constant riding had a tendency to crystallize the light gauge tubing near the forged joints and broken frames were of common occurrence with bicycles of all weights.

The Cold Swaged Reinforcement

proved an effectual remedy for this trouble, however, and the result was a perfect immunity from breakages even on the lightest weight frames constructed of very thin gauge tubing and designed wholly for path racing. This feature of tapering tubes was soon appropriated and copied by nearly a dozen prominent manufacturers, but as the essential feature, the swaging in of the reinforcement, could not be controlled except by the Eagle Bicycle Mfg. Co., they of course, obtain the best results from the use of cold swaging.

Several new features of importance are seen in the latest models of the Eagle Bicycle Mfg. Co., and special mention should be made of their ladies' wheel of new design, and also the new lightweight tandem, both of which are meeting with a ready sale. It is part of the general policy of the Eagle bicycle company never to remain satisfied with merely keeping abreast of the times, or to drift idly along upon the tide of popularity. No sooner is one design brought up to the fixed standard and accepted as the new model for next season than all energies are bent toward the anticipation of the following season's demand, and new patterns are at once started embodying ideas and improvements, suggested perhaps by

The Appearance of the First Model

in its completed state. Some dealers may observe that by good luck the Eagle company's new designs seem to meet with popular favor; it is not "luck" but "an everlasting thinking" which brings Eagle models prominently before the public and it is for the same reason that other makers are quick to take advantage of, and copy features found in Eagle patterns.

From the time of its organization no one can say that Eagle bicycles have depended upon successful imitation to hold their position in the trade.



They are nothing if not original. To recognize that 1895 Eagles are high class it will be only necessary to note the character of their agents and representatives. Some of the largest and most conservative buyers of bicycles in the United States purchase Eagle bicycles as their representative; highest priced and most thoroughly finished bicycle.

It has become a matter of common remark "that to find an Eagle agent is to find a responsible and conservative dealer." * * *

French Railroads Responsible.

Formerly the French cyclists when they placed their bicycles in a baggage car received a certificate in which the railway company said they would not pay any damages to the machine during the journey. The court of Dijon has recently rendered the following decision: "The claim of the railway companies that they would refuse any indemnity for bicycles injured in a baggage car during the course of a journey where they have been loaded after being registered according to the rules, under the pretext that they were not boxed, is declared inadmissible."

There is serious talk of consolidating the two competing French cycle federations—the U. V. F. and the French Touring Club. Up to the present time the U. V. F. has refused all propositions of the F. C. T., but recognizing the great benefit to cycling it is now disposed to make some concessions.

O. J. Faxon & Co., manufacturers of the Puritan, report business as being very good; so good in fact that they have called in their traveling men, as they are now sold far ahead. A visit to the retail department, 3, 5, and 7 Appleton Street, Boston, would lead one to imagine that it was the middle of spring, so great is the number of actual and intending purchasers. The tandem and two-speed gear shown at the recent cycle show are meeting with the greatest of success.

The Waltham Mfg. Co. has made a departure from the regular form of illustrating bicycle catalogues, and furnishes the illustrations of its wheels on bond paper in an alberttype process, being the first bicycle manufacturer to use this expensive method of illustrating.

The Merchants & Manufacturers Warehouse Co., of Chicago, is putting a forkside and frame reinforcement on the market made of twenty-four guage cold rolled sheet steel, four inches long and very light.

J. W. Peterson, of Litchfield, Minn., claims to have ridden two miles on a railroad rail without falling off. His mount was a Syracuse Pacer.

REGISTERED. 3 TRADE MARK.

"THREE IN ONE" COMPOUND FOR BICYCLES.

1.—**Cleans** a bicycle—chain, frame, wheels, and nickeled parts—in 10 minutes
2.—**Prevents** sweat of the hand, water, and salt air from **rusting** the **nickel** and **steel**.
3.—**Lubricates Chain** and **Bearings**. It will not gum, collect dust, nor soil the clothing.

Manufactured by **G. W. COLE & CO., New York and Chicago.**

Mention The Bearings — Send 5 two-cent stamps for sample in oiler.

ILLINOIS CENTRAL R.R. — I.C. ROUTE

CHICAGO TO ST. LOUIS

THE DIAMOND SPECIAL

SOLID VESTIBULE TRAIN.

Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing A. H. HANSON, G. P. A., Ill. Cent. R. R. Chicago, Ill.

GREAT PEREMPTORY

AUCTION SALE

OF 500

HIGH GRADE SAFETY BICYCLES,

SATURDAY, MARCH 16, 1895,

AT 2 O'CLOCK, P. M., SHARP,

At our rooms, 209 & 211 West Madison St.,

WITHOUT LIMIT OR RESERVE.

These wheels are all new and perfect American standard makes, high grade safeties, fitted with Morgan & Wright or similar high grade pneumatic tires, for ladies and gentlemen, boys and girls, and are warranted for one year by the manufacturers. Don't miss this sale if you want a first-class bicycle at your own price. THEY ARE NOW ON VIEW.

The West Side Auction House Company,

(Incorporated.) AUCTIONEERS,

TELEPHONE WEST 592. CHICAGO, ILL.

Reference by permission to The Hide and Leather Bank.

"365 DAYS AHEAD OF THEM ALL"

Keating — 17 to 23 Pounds — Catalogue Free

FACTORY, HOLYOKE, MASS.

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

It's a good thing and you can push it along.

WHAT IS? WHY THE

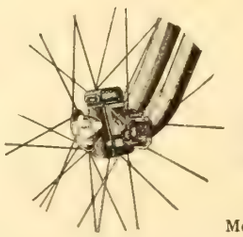
POORMAN BICYCLE

J. E. POORMAN,

5 WEST FIFTH ST., CINCINNATI, OHIO.

Jobber of Develine Whistles.
Orders filled promptly.

Mention The Bearings



Send $1.25

For fine 12 oz. **LAMP** and Detachable Hub Bracket. Regular price $2.50. Lamp separate, $1.00; Bracket separate, 35c. We pay expressage.

GRAHAM CYCLE CO.
601 Madison St., Chicago.
Mention The Bearings

Revolution in Mud Guards.

Weight dispensed with.

The Beverly Mud Guard

IS MADE OF PURE TRANSPARENT CELLULOID.

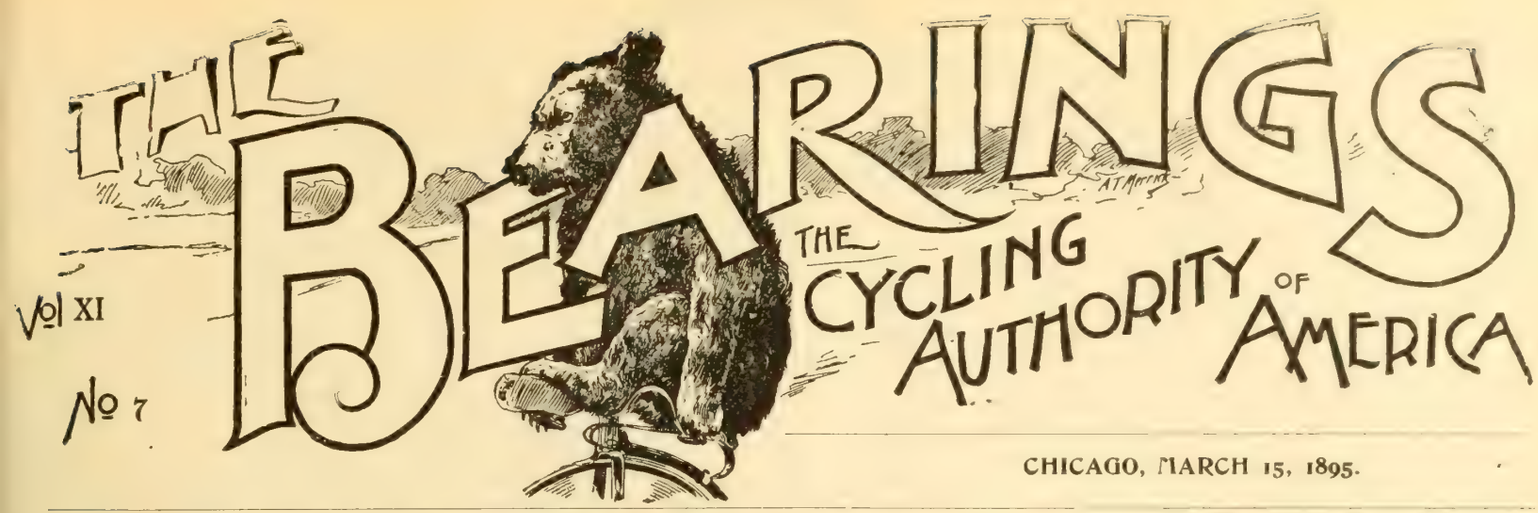
Is the lightest (only 4½ ounces), most handsome, neatest, and most practicable. No sale for any other where this is shown.

WHY NOT HANDLE IT AND SECURE THE PROFIT?
WRITE AT ONCE FOR PARTICULARS. PRICE $2 25.
LIBERAL DISCOUNTS.

ADDRESS F. S. WATERS & CO.

Mention The Bearings — 155 W. WASHINGTON ST., CHICAGO.

AN ELEGANT SINGLE BICYCLE TRUNK good as new, cost $28, is offered at $15 by C. J. Whipple & Co., Waterloo, Iowa. Will be shipped C. O. D. if desired, and anyone wanting a bargain in a trunk will do well to write them.



CHICAGO, MARCH 15, 1895.

RACING IN GUADALAJARA.

Leonert Wins his First Race—The All America Team Leaves the City of Mexico—Incidents of the Trip.

GUADALAJARA, MEX., March 1.—The All America racing team is now in this city, 372 miles from the City of Mexico, a couple of thousand feet lower down, but still 5,240 feet above sea level. The departure from the City of Mexico was the result of a quick decision on Sunday evening. The team had been in that city for a month, the altitude preventing good work in training. Every one was restless and anxious to continue the journey and City of Mexico sights and scenes of interest had palled more or less.

While the Hotel Jardine was a paradise, there were still others in the Republic and Guadalajara was one of them. None of the party discovered until after the departure that the Hotel Jardine was a historic spot. It was, for away back in the middle of the sixteenth century the Franciscan monks landed in the City of Mexico after one month of tramping from Vera Cruz. They were the twelve apostles of Mexico and the men who built the structure now known as the Hotel Jardine. The hotel is in the form of a hollow square, the building proper facing two sides outward upon the street and inward upon the court, each room extending clear through. The rooms open upon long verandas, overlooking the garden in which

Thousands of Blooming Plants

and tropical trees are green the year round. The third side of the square is now occupied by a stable. This building was originally the home of the brothers of the order. On the street side is the restaurant.

Upon the arrival of the party at the train last Tuesday evening it was met by a score of the leading local men and members of the Cyclists Union Club who had come down to see the party off. Secretary Fredericko Tregueros, of the Cyclists Union Club, who speaks English, headed the party. Senor Tregueros has spent his valuable time in making the stay of the wheelmen as pleasant as possible. At the invitation of this genial gentleman the wheelmen took a never to be forgotten trip up the canal, and another trip had been planned for this week. Before the departure the secretary had exacted a promise from several of the men to appear here again next Christmas week

In the International Races

to be given by the Cyclists Union Club. At that time the new third-mile track, to be constructed by this club, will be completed. Christmas week has been set as the date for both the race meet and the cycle show. The Cyclists Union Club is determined to boom cycling and to promote cycling in Mexico. The present number of riders—400—should easily be 4,000. In the hands of the Cyclists Union Club the 400 will be brought out to the races, for the affair will be made a social function,

At present there are five dealers and but seven wheels handled in the City of Mexico. Roberts & Pomeroy handle the Sterling at Cinco de Mayo No. 12. This store has but lately been opened, the firm having removed their main store from Guadalajara, and April next the firm will remove to a more advantageous location on San Francisco Street near Gaute. Walker, the Columbia agent, will then be the only one on Cinco de Mayo. Roberts & Pomeroy

Have Branch Houses at San Luis Potosi,

Guadalajara, Monterey, and Puebla, and are energetically pushing the Sterling at all these points.

On Gaute Street near San Francisco, Holmes & Drachman have lately opened, both of the gentlemen being from Arizona where they at one time handled the Victor. They are Mexican agents for the Victor and Lu-minum, and seem to be doing quite well in their new territory. Opposite the Alameda, the principal park of the city, are two flourishing stores. Robert Moller, an old-time Philadelphia boy, handles the Rambler. The copper rimmers catch on with the Mexicans, who admire bright things. Mr. Moller says that a wheel no sooner reaches the floor than it is sold. Hilario Meenan handles the Stearns and Humber, having taken the agency for the Stearns on F. H. Tuttle's recent visit here. Yellow Fellows are already a familiar figure on the many fine streets and boulevards of the city. For some years Mr. Meenan was

A Prominent German Trick Rider.

He settled here on one of those business trips trick riders sometimes take, and pushes the Humber and a number are seen in the Republic. The cycle business of Mexico is done largely on the long-time basis, notes being taken in payments.

With handshakings and several cordial hugs, as is the custom of the country, the All Americas grabbed the rear platform of the train, and one and all joined in three cheers and a tiger for the City of Mexico and its little band of sturdy cyclists, who returned the cheers until the train disappeared in the darkness.

The next morning several of the party arose at 5 o'clock at Corredero, the opal mine city, but found no one with whom to haggle prices with. At Celaya, the next stopping place, a number were found and purchased, after forcing every man down from 75 to 80 per cent and even more on the price. The breakfast station was Irapuato. Here

The Team was Surprised

into ejaculations of, "Oh my, look at that!" and like phrases as a score or more peons pushed to the platform with great hampers of large luscious strawberries, freshly picked that morning and arranged in attractive style. Twenty-five cents for two quarts, 35 cents for three quarts, all in tasty little wicker baskets, were the prices asked. The wheelmen gorged themselves and saved the shucks to inclose in letters to prove their case in court.

The trip down on the Mexican Central had been most pleasant, and over the same line along a broad river valley to Guadalajara, by a branch road, was equally so. Through ranch after ranch, one over twenty five miles long by three miles wide, the party saw signs of prosperity everywhere; towering mountains appeared on either side with green fields every way you could look, no beggars at railway stations, and great prosperous farmhouses everywhere. The trip was a pleasant and profitable one.

This road was built in 1888 when Guadalajara first

Entered the Outside World

by means of a railroad. At the station a party of Occidental Cycling Club members met the train, and the team was at once taken to the Hotel Humboldt, a Mexican hostlery on the Mexican plan, with tile floors, open courts, thin walls, poor grub, and slow waiters.

Guadalajara is a charming city, clean and bright, the streets looking always as if just swept. It is unlike any other city seen, for while the city has 100,000 inhabitants they are of a wealthy class. Few burros overloaded and fewer human animals carrying packs are seen. There seem to be no beggars, and the stores are bright, clean, and up-to-date. The city has many plazas, all are beautiful in the extreme, orange trees surround them. The atmosphere is clear and healthful; the climate alike the year around. The rainy season does not come until June.

There are eighty wheelmen in this city, forty of whom belong to the Occidental Club—the promoter of this present meet and owner of the cycle track—and thirty to the Red Star Club, a road riding organization. The streets of the city proper do not encourage cycle riding, being

Paved with Sharp-edged Rocks

which tear tires. The cycle track is a beautiful spot; a paradise the men called it. Located but 100 yards from this station in a small inclosure; it is convenient to all portions of the city by foot or street car. The track and surroundings are certainly beautiful in the extreme. The adobe fence inclosing the inclosure is covered with vines, the outer side of the track is beautified by orange trees in fruit and in blossom, and the center of the track is a garden patch with garden truck growing. All is neatly kept. There is no grand stand, the people occupying chairs at the raised track sides. The track is an ideal one, a third of a kilometer in circumference. This is about five laps to the mile and strange as it may seem this small track is so banked as to be perfectly safe. The surface is tippa taddy, a volcanic ash, and water has the effect of hardening instead of softening it.

After the Severe Rain

of the day succeeding our arrival—the first rain we have seen since crossing

the border and the first seen here in twenty years at this season—the men rode on the track and found it hard and fast. The track cost the club $1,600 (Mexican money) when first constructed, but was entirely rebuilt lately at a cost of $200, the bankings being increased and the straight leveled materially. In their training work the men were able to get up a good sweat, something not possible 2,500 feet higher up, in the City of Mexico.

One of the most delightful and wonderful trips of Mexico was enjoyed by Levy, Nicolet, and "Monk Sunburn" on Thursday. This was down the barrancas, a winding zigzag path to another climate, another country, 2,000 feet and over below the altitude of the city. This path travels downward all in the space of a mile, but takes three miles of fatiguing travel before the bottom is reached. At the bottom are the torrid zone, hot country, banana trees, and all that. Mountains tower thousands and thousands of feet above, almost perpendicular. From these perpendicular sides underground streams burst forth and go thundering into the unfathomable depths, and trees grow straight out from the mountain side. The path

Winds Along in a Zigzag Course

right at the edge, but just wide enough to allow two animals to pass. A train of twenty burros will oftentimes have four turns in it and front and back ends will be visible at the same time. The descent to the River Santiago takes an hour, the ascent a little longer, and the entire trip, even on horseback, is terribly fatiguing. No such scenes are witnessed in even the Yosemite Valley. It is grandly magnificent, a wonderland. The entrance to this chasm dawns suddenly upon you after a two leagues' ride across the level plains, and at first, when looking down those dizzy depths, you swear it must be full 10,000 feet. It is 2,000 and you travel 16,000 feet in the descent.

At the potteries of San Pedro, where the famous Guadalajara ware comes from, the wheelmen loaded up with great hampers of this novel ware. The material used is clay, and images, wall ornaments, water jugs that keep water cool always, etc., are bought for almost a song.

The churches, the theaters, the great waterfalls, Mexico's Niagara, and a hundred more points of interest hereabouts will make the wheelmen's stay a pleasant one.

Monday at 11:30 the party leaves for El Paso, a 1,200 mile journey. The dates at El Paso are March 9 to 15, when the wheelmen

May Tour Through Texas

or leave for home. A Texas circuit is being arranged with Dallas, Fort Worth, Houston, Parker, and Waco included. Tuscon, and Phoenix, Ariz., want to give meets for the Sterling team and the Falcon team, which will meet this aggregation at El Paso in all probability. But some of the men have signed for the season and are anxious to leave for home.



THE JOHN S. JOHNSON OF '92.

The customs of the country are always getting the men into trouble. For instance, Maddox and Lyman were amusing themselves throwing centavos (pennies) into the street. There a crowd of men, women, and children were diving over and over each other for the coins. A policeman on the street below entered a complaint but the presence of Levy and Spooner, who came along, prevented an arrest. The throwing away of money is sacrilegious in this country.

AN EXCITING RACE MEET.

GUADALAJARA, MEX., March 1.—A more successful race meet was never given in the Republic than the one held today. The Occidental Cycling Club, of this city, is a band of forty, every one of the number being a hustler. Long before the All America team had crossed the border on their eventful trip this little band of pioneer riders of the republic had issued circulars announcing a race meet. The track was at once rebuilt under the direction of Levy and other preparations were made. When the wheelmen arrived in the city great posters were displayed everywhere, calling upon the public to attend the cycle races. For the past two days circulars of all sorts have been sent out, one in particular having half-tone illustrations of all the men. In short "manana" has not been heard since the racing team's arrival here and nothing has been put off until tomorrow that should have been done today. Small wonder then at success.

Seven Races were Run

today beginning at 4:30 and lasting for two hours. The day was perfect, a little cool but without wind. The pretty track was attractive in the extreme. The government band of 100 pieces was present. Chairs all along the track side and circus seats hastily put up against the fence served to seat the crowd.

In the races Leonert distinguished himself and won his first race of the trip. This was in the one kilometer (five-eighths of a mile) race. Maddox, Pomeroy, Levy, Nicolet, and Leonert started. This was Levy's first race since his severe illness. He rode remarkably well, pacing the first lap, when at Nicolet's time to come up to pace Maddox jumped forward. Leonert saw the jump and for the first time on the trip went it one better. On even turns on the backstretch of the second lap he drew away some twenty yards in his rush and then ensued a lively chase after the fleeing Buffalo man. Levy had the pole with Nicolet next, and Maddox on the extreme outside, all neck and neck.

Leonert Saw the Advantage

gained and working with that peculiar side motion of his gained a little on the trio.

Levy took the turn a little wide, pushing the other two out. Then away came Nicolet into the straight with a magnificent sprint, Levy drawing ahead of Maddox. Leonert maintained ten yards lead, Nicolet was second, closely followed by Levy, and Maddox was pushing up to Levy's pedal. Leonert was given an ovation by the crowd and deserved all he received, having sprinted a full quarter of a mile.

Doctor Brown had the two-thirds kilometer race at his mercy from the outset, but was pressed dangerously close by Leonert. The latter thought there was another lap to go and crossed the tape, his front wheel lapping the doctor's rear wheel. At the outset Brown was shoved well into the lead, Nicolet very close to him. These two hardy sprinters, all in maroon, were fighting, when Leonert, closely pressed by Callahan, shoved forward on the outside. Brown jumped away from Nicolet and the Buffalo men slid in. Maddox was coming strong, but failed to hold the banking and finished among the "also ran." Callahan had been sick for the past week and rode a good race here, considering his weakened condition.

But three started in the two kilometer race which

Maddox Won from Brown

by a foot, Pomeroy third. Maddox also beat Leonert by a like distance in the three kilometer race, Pomeroy again third. Again in this race Leonert displayed excellent sprinting and fighting qualities that will win him success this season for a certainty.

The one kilometer tandem race was won by Brown and Leonert, Levy and Nicolet second. The time for five-eighths of a mile—1:20—was good, for a five-lap track. Both teams rode Czar tandems, holding the corners in grand style at a terrific clip.

At a Mexican race meet it is exceedingly difficult to secure an announcer who will go before the spectators and tell the results of the race. The officials keep in the background and the track is always clear.

SECOND DAY.

GUADALAJARA, MEX., March 3.—Today was perfect for racing. The surroundings were beautiful, and the people turned out, men, women, and children, until every available seat was taken. Chairs and roughly improvised seats rapidly filled until the largest and most stylish crowd that has yet greeted the All-America team occupied every available nook and crook.

Callahan, being sick, could not ride, and a serious accident to Leonert disabled that rider for a week or two at least. At the close of a long sprint while training, Leonert, as he was slowing down, struck his pedal on the pole and fell. He landed against a stone coping, hurt his arm, and cut a gash two inches deep in his leg. Leonert was picked up and carried to his dressing-room, where five stitches were taken in his leg. He will be laid up for a week or two, but not longer.

In three of today's races Brown rode well, winning two and losing one by narrow margins. In the one that was lost

Brown was Coming Finely,

when a competitor unwittingly forced him wide on the banking. In the three kilometer (1⅞ miles) Nicolet hung to Harry Maddox's rear and would not be shaken off, although Maddox drew out in a good half-mile sprint. Nicolet looked a winner down the straight, but lost by six inches. Not 10 minutes previous to the race Nicolet had finished the best trick riding performance that he has ever given and 10 minutes previous to that had finished a good hard race. To top all, he with Levy as a mate won the tandem race. Brown and Pomeroy opposed them, the two teams fighting the last lap neck and neck. The winning margin was but six inches and the two tandems flew around the sharp turn abreast, and dangerously close to the banking.

The party leave for El Paso Tuesday. All with the exception of Leonert, Maddox, and Callahan are going down the barrancas tomorrow and to the San Pedro potteries early Tuesday morning. Some of the men are getting homesick, and it is probable the party will soon disband.

"SPRINGFIELD OF THE WEST."

San Jose will be the Racing Men's Mecca—Preparing for a Monster Meet.

SAN JOSE, CAL., March 8.—San Jose has been styled by many the "Springfield of the West" because of its prominent position in the cycling world of the Pacific coast. The name is not worthy the Garden City at all in a cycling sense, for not only is it the hub of Pacific coast cycledom, but in a few short weeks is destined to be the Mecca toward which the eyes of every crackajack in the land will be turned longingly as he thinks of the fame being won by speedy riders now here, and others to arrive very shortly, all of whom are to take part in the great meet of the Garden City Cyclers that is to take place on April 15.

The meet will be the occasion of the formal opening of the three-lap track of the Garden City Cyclers, built for them by J. H. Henry and John P. Burke, president and vice-president respectively of the San Jose & Santa Clara Electric Railroad Co., at Agricultural Park, one mile west of this city on the historical Alameda, laid out by the Jesuit fathers more than a century ago. Two miles west of the track is the famous old town of Santa Clara with its old adobe mission and the celebrated Santa Clara College with its hundreds of students, nearly every one of whom is a bicycle crank of the worst type. The institution is the largest Catholic college on the Pacific coast and has turned out many an athletic champion. The University of the Pacific, the great Methodist institution of learning of California, situated only half a mile north of the park, has a flourishing club of its own and takes a just pride in the fact that it was while wearing the colors of the U. P. that Wilbur Edwards and Allan Jones won their first victories.

Within a radius of three miles of the park is a population of not less than 40,000 people and it is safe to say that not less than 6,000 of these will crowd through the gates on

The Day of the Opening Meet

of '95. Since the day it was announced that the meet would be held and that Wilbur Edwards and Otto Ziegler would settle old scores in the Class B events, little else has been talked of in bicycle clubdom of the Pacific coast. When on Thursday last it was given out definitely that Bald, MacDonald, and Sims were on their way to San Jose, and would be here in less than a week to take part in the big meet, thousands of cranks went wild. Arrangements are already being made to run excursion trains from Oakland, San Francisco, Stockton, and Sacramento, and possibly from Los Angeles. With five weeks intervening until the day of the meet, little else is talked of, and when the pistol shot fires for the first race there will be not less than 12,000 people on the grounds.



THE JOHN S. JOHNSON OF '95.

The new track is one-third of a mile in circumference and thirty feet in width. It is of the finest quality of Portland cement, three inches thick, with a top finish of one part cement and two parts sand, the surface being just rough enough to prevent slipping. To the uninitiated the track looks to be a dangerous affair, but to the initiated it is a thing of beauty and a joy forever. It is not level in any place and there are only 436 feet of straightaway over the whole course.

The Slopes on the Curves

look like the steep sides of a miniature mountain but it is those very slopes that are the safety of the rider going at a 2-minute gait in competition. The track is strictly scientific in its construction, and at all times in his career a rider going at a 2-minute gait will be at right angles with the track. The greatest slope is at the south end, just before coming into the homestretch straightaway where the incline is 8.7 feet in 30.

The track is built on a 2-minute basis; that is, a rider in competition can go at that gait with perfect safety. It will be fully completed and ready for use on the 11th. Ziegler, Coulter, and Harbottle, of the Falcon team; Wilbur Edwards, Tony Delmas, Clarence Davis, Allan Jones, Oscar Osen, and Henry Smith, of the Rambler team, are already in this city and will begin practice work on the mile horse track at Agricultural Park tomorrow. Bald, MacDonald, and Sims will be here before the close of the week. The stars of each team—Bald, Edwards, and Ziegler—will go for records as soon as the new track is in condition for work.

THE BEARINGS' representative had a long talk with rosy-cheeked Otto Ziegler at the Road Club reading-room last evening. He looked a perfect picture of health, modesty, and good nature. The young champion is as ambitious as a schoolboy and is anxious to meet any and all comers, especially Bald MacDonald, and Edwards. Ziegler stated his intention of going for all records during the present month, over the Garden City Cyclers' new track,

Paced by a Quad.

The weather since January 1 has been practically perfect. Think of a city of splendid buildings, scores of schools and churches, every principal business thoroughfare macadamized and level as a floor, nearly every street lined on either side with beautiful green shade trees, every yard a flower garden, the scent of violets filling the air, the sun shining over all from a sky of wondrous blue, the roads leading into the country, hard, level, and dustless, and watered for miles in every direction; think of a valley carpeted with green from its center to the summit of the mountains fifteen miles to the east and to the west, with millions of fruit trees robed in garments of white and pink that will in a few short months develop into a golden harvest; think of all these things and in your mind will be a picture of the beautiful Santa Clara Valley and the city of San Jose.

At the April meet the principal race is to be a mile invitation, the contestants in which will probably be Ziegler, Bald, Edwards, MacDonald, Sims, Dirnberger, Harbottle, Coulter, Osen, Davis, Foster, Terrill, Wells, Long, Castleman, and Burke. Undoubtedly the event will bring together the greatest aggregation of Class B riders ever seen on the coast. The Garden City Cyclers have finally determined on Friday, March 22, as the time for formally throwing open their magnificent new club rooms. On the evening of the 23d a smoker will be held.

THE SHOW REALLY HELPED TRADE.

SAN FRANCISCO, CAL., March 4.—The recent bicycle show is doing more for the sport than it was at first supposed it would do. There seem to be more beginners now than ever before and the proprietors of riding schools have their hands full and one or two have had to employ extra instructors. This is as it should be, and of course the dealers are happy and look for a more prosperous year than was at first anticipated; and their first anticipations were of the highest order, too.

The dealers are experiencing great difficulty in obtaining wheels from the factories and up to a week or ten days ago '95 models were at a premium. One dealer in this city has sold over 600 wheels so far this season, but a great many of these were sold to country agents; however the fact goes to show that wheeling is booming.

Wilbur J. Edwards, of record-breaking fame, attempted to lower his own straightaway record last week at Livermore, but the wind was blowing so hard that the manager of the team signaled him to stop before he reached the half-mile post. Another attempt will be made this week.

On last Saturday Edwards rode a race against Flying Jib in Oakland, but was beaten on the last quarter because his tire punctured. Flying Jib is the same horse that Ulbricht beat at Los Angeles in 2:04.

The annual 100-mile relay race is on the programme for April 7 and all of the clubs who are to enter the contest are preparing their men for the race, which is the star road race of the whole season. Every club has to enter ten riders and each rider has a trailer so that in case of accident to the principal's wheel the trailer's machine can be used.

There will be not less than ten clubs entered in the contest, so it necessitates the careful training of 200 men to carry on the race which is for a $500 cup offered by Thomas H. B. Varney and known as the Rambler cup. The cup must be won three times by the same club. Every club must enter ten principals who ride ten miles each and transfer a known package to their successors and so on during the whole ten relays.

The start this year will be made from the clubhouse of the California Cycling Club and will probably end in the vicinity of the Acme Club in Oakland. Eight thousand people witnessed the finish of last year's relay and it is expected that almost double that number will see the winner cross the tape next month.

The Galesburg (Ill.) Cycling Club has asked for the annual state meet for this season. If it gets it it will be impossible to hold the meet on July 4, on account of the fact that C. W. Williams is going to use the track for a horse race meet on that date. However, the date has been set for July 30. If the national meet is held July 8, it will be sufficient time after it not to conflict with it in the least. Galesburg is the finest track in the state.

The Indianapolis Rubber Co. writes that the G. & J. wood rims and tires it is putting out are holding from 120 to 145 pounds air pressure.

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GEO. K. BARRETT, EDITOR.

THE MYRTLE HOPKINS FUND.

As all of our readers are aware, Miss Myrtle Hopkins has turned out to be an unprincipled young woman who has "worked" the wheelmen to the queen's taste and has had a good time at the expense of sympathetic riders. She has disposed of some three hundred good hard dollars subscribed to help her in her fight against the man who ran her down with his tandem team, and has successfully pulled the wool over the eyes of several hundred wheelmen. When THE BEARINGS first took up her case and appealed for aid the case was a worthy one. She had been run down by a man who showed but little regard for the rights of wheelmen on the road. She was severely injured and it looked as if she had been maimed for life. As she was a poor girl without any money to fight her case THE BEARINGS took her under its wing and started a subscription for her. The wheelmen of this country responded liberally and over $700 were raised. She was carefully cared for and given all of the luxuries of life while in the hospital. The Associated Cycling Clubs, of Chicago, were interested in her case and prepared to sue the man who was responsible for the accident. Had the young woman behaved herself she might have recovered heavy damages. But she didn't. As soon as she was able to get out of the hospital she started out to have a "good time." She spent something like $300 in riotous living and would probably have spent more had not the A. C. C. investigated her case. Thanks to the efforts of Doctor Clark, she was unmasked and then the A. C. C. decided not to have anything more to do with her. They even decided not to distribute what is left of the fund.

Therefore the money is left in the hands of THE BEARINGS for distribution. There is some $300 left to be distributed pro rata among the subscribers. Now, when this is distributed among so many each subscriber will not get very much, and so we ask for the opinions of the subscribers on the matter. It has been proposed by a League member that the whole sum be turned over to the depleted treasury of the League of American Wheelmen. This sounds like a good suggestion, for nearly every subscriber is a member of the League, and has the interests of the L. A. W. at heart. They ought not to begrudge giving their money to such a good cause, for every one knows that the League needs the money badly. It would be a nice sum to send to Treasurer Mergenthaler, and the money could be used to good advantage. Therefore we ask for the voice of the subscribers on the question. We await their pleasure.

ENGLAND AND HER TROUBLES.

The National Cyclists Union, of England, has made a long and plucky fight against maker's amateurism, but it has been an uphill job, and Doctor Turner and his colleagues are beginning to give up hope. The hydra-headed monster will not down. As soon as one of its heads is cut off another bobs up in its place. The licensing scheme was tried and the advocates of pure amateurism proclaimed that they had at last solved the problem, and that hereafter England's riders at least would be pure. But even here they failed. The licensing of the riders only made the makers all the more eager to subsidize the swift ones, and it is a recognized fact that English amateurism is rotten to the core.

The N. C. U. now recognizes the fact that desperate remedies are needed to restore amateurism. The root of evil is the makers who will buy up the riders no matter how stringent are the rules. Turner has at last hit on a scheme which will, he thinks, put a stop to this bartering of speed. It is no more nor less than getting after the makers themselves. If they will not leave the racing men alone the N. C. U. will use force and compel them to. At the last council meeting the N. C. U. took its first step and professionalized S. F. Edge, of the Dunlop Tire Co., because a letter was written to a racing man offering to pay part of his expenses if he would ride Dunlop tires. The letter was signed, "For the Pneumatic Tire Co., S. F. Edge." This was enough proof for the N. C. U., and now Mr. Edge finds himself on the other side of the amateur fence. It is said that R. J. Mecredy and Arthur DuCros will also be punished in a similar manner.

This looks like a practical solution of the question. Most of the manufacturers of Great Britain are amateurs, and value their amateur standing. If they find that they are liable to be punished in this manner they may stop the hiring of speed merchants who ride under N. C. U. rules, but it is extremely doubtful. If a maker can get any advertisement out of cycle racing he will risk his amateur standing to get it. It is a desperate remedy, but the N. C. U. is ready to do anything to outwit the makers.

We venture the prediction that it will be but a short time before England will give up the fight and adopt the only sensible solution of the problem—the two-class system. We have tried it and we have found that it is just what we have been looking for for years. Scotland is about to try it and England will soon be compelled to get into the band wagon or see all of her best riders in the professional ranks. And then what show will she have in the international championships?

IF.

'Tis a word to conjure with; it's a little word, but it means everything. McScorcher would be the fastest rider in the world—if he had the speed; the League would have a full treasury—if it had the money; England would have pure amateurism—if she could subdue the makers. And so forth. The prophets have been conjuring with the word for the past week and they have changed the entire complexion of this year's racing with the little word. Sanger's illness has been the cause of all the commotion, and the wiseacres have been figuring who would be the champion if Sanger was laid low by that conqueror of racing men—typhoid fever. They figured out that the real fight for supremacy would be between Johnson, Tyler, and Bald, with the chances in favor of the Buffalo boy. But that little word stood in the way. If Sanger had not been able to race, everything would have been different. But happily the Milwaukee giant had but a slight attack of the fever and he will be seen on the path this year as vigorous as of yore.

Things might have been different if he had been compelled to retire from the track and it would have been a puzzler to have picked out the best man at this time of the year, for the fight would have been a hot one with no decided favorite. Johnson, with his many records to back him, would have been a strong factor in the fight, while Harry Tyler, the Springfield boy, would have had a voice in the matter. Eddie Bald, too, would not have been lost in the shuffle. His wonderful sprint in the "big" race at Springfield showed that he possessed speed that had never been brought out, while Ray MacDonald, his team mate, developed such speed that he promises to be one of the leaders. Titus, Cabanne, Ziegler, Murphy and others would have been in the final sprint for first place honors. But if was in the way.

Sanger will undoubtedly be the man of the year. He showed last year that he was entitled to fill Zimmy's shoes and in 1895 he will be faster than ever. We pick the Milwaukeean to succeed the mighty Zimmerman.

WILLISON'S RESIGNATION.

Like a flash of lightning out of a clear sky came the resignation of A. C. Willison as president of the League of American Wheelmen. No one was looking for it and every one was surprised. It would have been a sad blow indeed if Mr. Willison had not been induced to change his mind; it would have given the enemies of the League an opportunity to talk and the public would have seen one of the most powerful athletic organizations in the world without a head. Doubtless the position would have soon been filled, but the opportunity that the League's enemies have been looking for was there and there would have been all sorts of stories floating around that would have done irreparable injury to the L. A. W. But happily the stream was bridged and the League once more has a powerful hand at the helm.

One wonders what caused Mr. Willison to resign in the manner in which he did. He stated that the financial problem had scared him, but then he ought to have known exactly how the League stood in money matters, for he has been a member of the executive committee for over a year, and was "in the know." However, the storm has blown over, and we

hope that no more difficulties of this sort will confront us. Don't let us borrow trouble, but pitch in and restore the League of American Wheelmen to the proud position it once held.

MASSACHUSETTS' SCHEME.

Sterling Elliott is a brainy man, one who always has the best interests of the League at heart, and who is always devising schemes whereby the L. A. W. can be benefited. Massachusetts can thank her lucky stars that she has such an able man at the head of her division, for if any man can make a successful chief consul that man's name is Elliott. Since he took the helm he has revolutionized things in the Bay State Division, and has set plans innumerable on foot whereby the membership can be increased His latest plan is worthy of more than passing note, and would do credit to a Mephistopheles. He knows how hard it is to draw the festive dollar from the pockets of the average wheelmen, and he now comes forward with a plan by which the Massachusetts member can get more than his money's worth by joining the League. Mr. Elliott proposes to insure every man who joins the League. If he is killed while riding a wheel or injured so that he dies in ten days after, his heirs receive $500 from the Massachusetts Division treasury. Mr. Elliott has figured it out and has found that there is very little risk.

This is the best scheme that we have yet heard of to recruit new members. If a man is offered a membership in the League with all the privileges and has his life insured at the same time he is sure to take the bait and send his name into Chief Consul Elliott. The Massachusetts division should double its membership with such an inducement. If the chief consuls in other divisions would devise as good schemes Secretary Bassett would not be able to complain about the falling off in membership, he would have to hire additional office force. Wake up, chief consuls, and show what you are made of!



HANSEN'S CLAIM RECOGNIZED.

MINNEAPOLIS, MINN., March 11.—The Century Road Club of America has allowed A. A. Hansen's record for the past year and has forwarded him a duplicate of the medal given by that body for the greatest number of miles ridden during the summer. Hansen joined the club late in the season with the understanding that his mileage, made previous to the date his membership commenced, was to be allowed and counted, but it was not done at the outset and the original medal went to the competitor coming next to his record. When the matter was called to the attention of the Century Club, Hansen's claims were allowed, but as the original medal had been given it was necessary for him to be content with a duplicate. Hansen's record for the year was 21,053 miles, more than 1,500 miles more than his nearest competitor. In addition to this well-deserved prize, Hansen has also received the medal offered by Morgan & Wright for the greatest number of miles during the season.

The membership of the Minneapolis Cycle Club, Ltd., is increasing at a wonderful rate, over 125 men now being enrolled. These men are all the best riders in the northwest, and they give the club a prestige that belongs to no other of the various organizations in the state. Arrangements are being made for the extension of the club into other cities of the state, and there is a strong

Prospect of its Becoming a State Organization.

The financial affairs of the club are in excellent condition. Preparations are now under way to build a new four-lap board track within easy distance of the center of the city, with bathhouse attached, where men who are training can pursue their work uninterrupted by rainy weather or muddy tracks. Such a track will cost the association about $2,000, but the directors think it will be safe to go on with the work as the ground has been offered rent free. Tickets admitting to all the privileges of the track will be issued for the sum of $15, and a number of the men have expressed their intention of taking them as soon as the track was ready.

The Limited will hold the race meet this year and has received a sanction from the Racing Board. Arrangements are now under way and it is expected that the complete programme and the dates can be soon announced. It is hoped that the races may pass off without the friction that characterized them last year and made them so nearly a failure. Prizes will be offered by the club, and in addition others to the amount of over $3,000 have been guaranteed by the business men of the Twin Cities, so that the club will be independent of the gate receipts. It is the intention of every one who has anything to do with the race to make the visit of the Class B men an agreeable one this year. Last season the reputation of the northwest for a wide, openhanded hospitality suffered, but the dereliction will not be noticeable this year

If the Present Signs Hold Good.

The first of the three days' meetings will be devoted to the state events and the other two exclusively to Class B events.

Preparations for the fifteen mile road race at Lake Harriet are all completed, and the indications are that there will be 150 riders to start. Eight place and four time prizes are offered. The value of the first place prize is $50; second place prize, $40; third, $35; fourth, $30. Other prizes range downward to $10 for eighth place. The first time prize is valued at $50; second, $40; third, $20, and fourth $10.

During the month of April a paving exposition will be held in the city and wheelmen are much interested. They claim they pay their share of the cost of putting it down, and that their wishes are entitled to some respect in the matter when a choice is finally made.

SANGER IS BETTER.

Spalding's Star is Recovering from his Attack of Typhoid—Architects to Tour in Europe.

MILWAUKEE, WIS., March 11.—Unless something unforeseen developes Walter C. Sanger will carry out his racing plans as he has arranged them, in spite of the fact that he is the victim of typhoid fever, as was announced exclusively in the last issue of THE BEARINGS. His condition, though very serious, is not believed to be such as to leave any after affects that will interfere with his track work during the summer. This will be received with joy by "Wooden Shoes'" numerous friends, who have been greatly worried since the announcement was made in THE BEARINGS that he was a sick man.

About three weeks ago Sanger was suffering from a slight cold. He did not think any serious consequences would follow and several days later attended a party. During the evening he danced considerably, and as he found out next morning his cold became worse. When he awoke he found that his hips were stiff. Since that time he has not been feeling well. On February 28 he was downtown, but was feeling so badly that he went home to nurse himself. The next day he did not leave the house, but remained in his room most of the time. On the following day he did not leave his bed, and a physician was summoned. A careful examination of the racer's condition was made and the case was diagnosed as typhoid fever. He told Sanger that the disease had been developing for three weeks.

The announcement caused him and his parents much anxiety because all realized that his illness might compel him to remain off the track for the entire season. Fever set in and on the following day his pulse beat 105. His brother Willie nursed him, and when the attending physician informed Sanger that the attack was going to be a mild one the big 'un was much relieved. After several days he was told that the worst stages of the disease were passed, and that it was not likely that his plans for the season would be seriously interfered with. But his robust constitution alone is responsible for the fact that he

Will be Able to Race This Season.

Sanger has lost about ten pounds during his illness. He has never been delirious but has suffered greatly from the fever. His brother has administered him cold baths daily, and these have greatly relieved him. In speaking of the patient Willie says: "We do not anticipate any serious results from his illness, but it has caused us a great deal of anxiety. Had it been a bad case Walter would not have been able to race during the year, but as it is he will do just as he has planned except that he will begin to train two or three weeks later. He will probably be out of bed in a week or ten days, and on April 1 will join the Spalding team and go south. The air there will brace him up, and after he has thoroughly recovered and is strong enough he will begin to do light training. When the racing season opens he will be in shape, and we expect that he will ride as well as if he had not been taken sick."

A number of architects in this country are going to tour Europe next summer on bicycles for the purpose of studying foreign architecture. The party will be made up of Elmer Grey, Peter Brust, Frank Bader, of this city; Rudolph Pfister, Herman Lammers, of Chicago, and George P. Fernald, of Boston. About two year ago Elmer Grey, an architect employed here by Ferry & Clas, went to Europe on a similar trip. He returned with much valuable information, and since then his friends have been anxious to undertake a similar excursion. They have been in correspondence with each other for some time and have

Discussed Various Means of Travel.

All have concluded that the bicycle is the best adapted for use on account of convenience and little expense. The party has decided to sail from New York on July 13. Each is an expert rider and will take his wheel with him. From New York they will proceed to England, which they will traverse on their wheels, studying the buildings as they go along. London and Liverpool will be visited, after which the party will cross over to France. After inspecting all the places of interest in that country Italy will be next visited, where ancient architecture will be studied and sketches taken of notable scenes. The members of the party will carry cameras, and it is safe to predict that they will be loaded down with views on their return. One of the places of interest to be visited will be LePuy, in southern France, where a week will be spent. It was this place that Joseph Pennell, the illustrator, visited some years ago. He secured a number of pictures which he published in the *Century* and they caused a sensation. At the time he refused to say where he had got them, but since then he has announced that they were views taken at LePuy. The local members of the party are members of the Milwaukee Art League. The trip will occupy about four months' time during which thousands of miles will be ridden on their machines.

The good roads' question continues to occupy the attention of Wisconsin people. Everywhere meetings are being arranged and banquets are being given to which the farmers are invited, and while there they are given a few pointers on the new movement. The meeting held at Racine, under the auspices of the Racine Business Men's Association, last week was a success in every way. President T. M. Blackstock, of the Wisconsin league for good roads, made the principal address. He stated that many

Farmers were Prejudiced Against the Movement

because it seemed that the wheelmen were the hardest workers for the agitation. It was not the wheelman who would benefit as much as the farmer. The former could continue to plod along, but the latter would find it hard to market his products if he had poor roads to contend with. In reference to the wheelmen he said:

The bicycle seems to be the principal cause, and is, I think, at the bottom of this whole trouble. I am not myself a bicycle rider, or an enthusiastic admirer of bicycles or bicycle riding; am in no way connected with or interested directly or indirectly in making, selling, or running those so-called wheels. Neither am I in any way nor in the least bit prejudiced against them, nor have I any reason or desire to find fault with or say an unkind word about them. A young man, young woman, or anybody else, no matter who, has precisely the same right to buy a wheel and ride it, that I have to buy a horse or donkey and ride him under a side saddle or drive him in a two-wheeled gig; and also just the same right to use the street and public highway as I have, and this right should and will be accorded them fully and by common consent, as well as by law.

Whether we want it or not, whether we like it or not, is no longer any consequence, or will it make any difference. The bicycle has come to stay, and the bicycle rider we not only have with us now, but like the poor as spoken of in the New Testament, we will always have him with us. We ought to, and in time we will see this matter in a different light, look at it more reasonably and sensibly than many of us now seem willing to do, and soon everybody will heartily and cheerfully accord to those who own and ride bicycles the same rights and privileges to the use of the streets and public highways that those have who own and ride or drive in any way horses, mules, dogs, or oxen. And let me say right here, and it can be said only with truth, and to the everlasting credit of our farmers of our state as a class, that very many, indeed I think a large majority of those who own and ride bicycles to and from their places of business and employment in our cities, are the sons and daughters of farmers. They are neither dudes nor dudesses, but in reality the active, intelligent, energetic, ambitious, enterprising young men and women, born and brought up on farms, sent to the little red schoolhouse for a few winters, then to the state normal or the city high schools, in some cases to the state university. These young men and women find places in banks, stores, offices, and a great many are teachers in the city and the country public schools. They are on the start, in ninety-nine cases out of 100, poor and obliged, at first, to arrange for board and lodging with some family living miles away from the center of the city or the country schoolhouse where most of them find employment. They argue, and I presume correctly, that there is not only real pleasure and enjoyment, but actual pecuniary profit in using the wheel. Indeed, many of them go a good deal further than this even, and claim that the exercise purifies, expands, and strengthens the lungs; makes the heart light and the brain more active, the arms and limbs strong, and all organs of the body healthy.

He closed by asking the farmers to be reasonable and study the question carefully for it was for their own good. Several other addresses were made after which quite a number of the farmers and many business men joined the league. The affair concluded with a banquet.

Messages are now delivered in this city by

Western Union Boys on Wheels.

The mounted messengers made their appearance during the week and it has caused a good deal of comment. All sorts of jokes are being cracked about the "fleetness" of the boy with "wheels." One thing has already become apparent and that is that the repair shops will have a busy season of it. If some of the stories that are in circulation are true, a messenger tried to throw an electric car off the track the other night and a companion of his attempted to move the Northwestern Depot on the lake front into the lake and as a result two machines are not fit for use now until repairs have been made. The little fellows are as proud as lords on the bicycles and all of them are great sprinters. Of course they take considerable room on the street over which they wobble but there is little doubt that in a few days they will have mastered the art. The service of the company has improved over 50 per cent and twice as many messages can now be handled by the old force. It has been generally given out here that the company bought the wheels but it has been learned from several messengers that such is not the case. Each boy is required to buy his own machine and keep it in repair. As a reward for the more efficient work he renders he is paid $5 a month more salary so that in a few months he will have paid for his wheel, will be getting more salary, and will have a wheel besides. Already the youngsters have hit on a plan to make "rake-off." As is well known it is customary to give the boys carfare when they deliver a message on the outskirts of the city. Of course when it is seen that he rides a wheel the receiver of the message will not come up with the fare. So the boys have hit on a plan to "do" the people. They leave their wheel a half block from the place where the message is to delivered, collect carfare, pocket the money, and ride back on their machines. If this "gag" is worked several times during the day a fair income is derived.

Ten Time Prizes will be Awarded

in the Milwaukee-Elm Grove road race this season, which will be given by the Milwaukee Wheelmen on July 4. Such action was decided upon at the last meeting of the club. This will probably be the first time in the country that so many time prizes have been put up in a road event. The reason for doing it is to get fast men to compete. As a rule the fast men have no show for any except time prizes in a road race, although they often ride harder than some of those who are among the first to come in. Ten prizes will be enough to make it an object for speedy men to enter because there will be every opportunity to get a prize. The prospects for the race this year are brighter than ever. As has already been announced the start and the finish will be on Grand Avenue and Twenth-eighth Street.

A stolen bicycle has caused the police here more trouble than they would have experienced had a train been robbed. Last December a wheel belonging to Arthur Lincz was stolen from in front of a saloon. The police arrested Charles Grube for the theft. On having his hearing he proved that he had bought the machine from John Jaeger and he was released. Jaeger had already been arrested on suspicion of being implicated and

Was Charged with Receiving Stolen Property.

When Grube proved that he bought the wheel from Jaeger the latter's charge of receiving stolen property was dismissed and a new one of larceny was entered. A jury tried Jaeger and acquitted him. Suspicion now again pointed to Grube, and he was again arrested and charged with larceny.

Why Waverley Bicycles

Are the Highest of All High Grades.

Because, being such large makers, we are in a position to secure material that smaller concerns can not obtain. Take, for instance, the Drop Forgings. It takes 250 tons of special steel to make drop forgings for the 25,000 Waverleys we shall build this season. There are five varieties of steel in this quantity, ranging in grade from a special soft steel to the finest quality of crucible spring steel, which are used in the various Waverley forgings, according to the demands of each individual part.

In placing an order of such great importance as this, we do not depend on the judgment of any ordinary mechanic as to what particular grade of stock is required for each part. We have a steel expert of our own, a man who knows the steel business from the mining of the ore, through every process and every department, to the highest grade of tool steel, who has served many years as an expert with the largest steel mills of the United States. This man specifies very minutely what class of steel shall enter into the stock he orders, and every pound of the metal is **made to order.** Such is the care taken that every single ingot is analyzed before being accepted on our order.



It requires a great deal of time to get stock in this manner and our orders are usually placed nearly a year ahead of the date of delivery. We have the satisfaction, however, of knowing that the material is of the very finest quality obtainable for the purpose required.

We are also the only manufacturers in the world who make all of their own forgings, consequently the only ones who know absolutely what class of goods they are selling, and what results can be depended upon. Does it stand to reason that the small makers, or the largest of them, for that matter, who buy their parts here, there and everywhere, can produce a machine equal to the Waverley where such care is taken in production? We will give you further particulars next week.

Do not let any one talk you out of buying a Waverley. It is the best bicycle made.

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He was tried and acquitted. Jaeger was then arrested on the charge of perjury and he is now awaiting trial. So to sum up the case Jaeger has been arrested three times and acquitted twice, while Grube has been arrested and acquitted twice. In both cases a friend of Grube's, Miss Rosa Winkler, has testified for Grube and against Jaeger. The other day Grube and the girl drew their witness fees and were married with the money; and in the meantime Jaeger is in jail, Grube has a wife, and the case is still unsettled though the wheel has been recovered.

The riding season here has already opened. Every speck of snow has disappeared and the streets are dry. Wheelmen are seen everywhere and some of them are already taking runs into the country for short trips. Many new wheels are beginning to come out and dealers report a brisk trade as a thing of the near future.

NEW YORK NEWS NOTES.

NEW YORK, March 11.—June 15 has been decided upon as the date of opening the new Brooklyn cycle path to Coney Island. A parade of wheelmen will be held on that day, which will also be the opening of the summer concerts in Prospect Park. A grand stand for reviewing purposes will be erected about halfway down to the island, allowing the men in line plenty of time to get well under way before passing there. The band will be placed in the grand stand, and the occasion will be one of note. Charlie Schwalbach has given three Ramblers to the park police department to be used in patrolling the path, but to date not much good has resulted. Complaints are received daily from wheelmen who ride down that way and find that apparently no attempt at all has been made to reserve the path for wheelmen only. Parts of the path are cut up terribly by horses' hoofs and by carriage wheels. It seemed almost an outrage on the wheelmen who contributed to the fund for the completion of the path to think that no better care than this is being taken of it.

Isaac B. Potter, chief consul for the New York State L. A. W. Division, paid a visit to the new Manhattan Athletic Club last Thursday night and talked L. A. W. to about fifty members of the wheeling department for about 20 minutes. The result was a decision on the part of those present to act as a whole and join the L. A. W. at once, making the new Manhattan Athletic Club cyclers an L. A. W. club of about 150 members all told.

The Young Men's Christian Association (the Twenty-third Street branch) has called a meeting for tonight to organize a bicycle club among its members. A department will be set aside for the storage of wheels, and many other conveniences offered the club by the association.

Robert Russell, the inventor of the unicycle water machine, safely passed through Hell Gate in the East River Saturday afternoon last. The trip was made from Mill Rock Cottage, Ninety-second Street and East River, over Hog's Back and around Nigger's Point to Woolsey's Point. A large crowd gathered to see the attempt, which many declared to be impossible. Russell had quite a hard time of it, but came out in good shape, thanks to his skill in handling his outfit.

At almost any time in the future the Riverside Wheelmen may be expected to close their new clubhouse site deal. At present the owner of the prospective location is ill and nothing can be done, but just as soon as he is able to transact business

The Deal will be Consummated.

The Seventh Regiment of this city has formed a cycle corps, about fifty strong, each man to furnish his own suit and wheel. Tomorrow night the inaugural drill will be held and some genuine fun is expected. Adjutant Landon commands the corps, which is divided into three platoons of sixteen men each, with commanding officers for each division. Regular road runs will be taken Saturdays during the summer. A regular military uniform of gray trousers, canvas leggings, and fatigue caps will be worn. The idea promises to become general and already other regiments in Gotham and Brooklyn have started similar corps.

There are about 300 wheelmen in Red Bank, N. J., but no club of note. Messrs. Miller, Throckmorton, Weaver, and Voorhees have started an agitation there which is expected to bring about a meeting some night this week and result in a large-sized organization being perfected. A clubhouse with a race track adjoining will probably be the outcome.

The New York Wheelmen, which club disbanded last fall, owing to a general lack of interest among its members, promise to reorganize in the near future. Several of the more enthusiastic old-time members are working for that point and expect to start in again soon.

The wheeling section of the Twenty-third Regiment Athletic Association, of Brooklyn, has issued its list of runs for the coming season. For this month fifteen miles is the longest run called, owing to the earliness in the season. George M. Keese is captain of the cycle division and W. F. Keesler and H. C. Parrish lieutenants.

The amount of Sterling Elliott's bond for the publication of the *L. A. W. Bulletin* was fixed at $2,000, to be renewed annually. The contract is being prepared by Mr. Potter and will not be signed before April 1. Mr. Elliott has settled on the third Thursday in April as the date of the first issue of the new L. A. W. organ. He certainly has the good wishes of the cycling community for the success of the venture.

The following bill, of which

Isaac B. Potter is the Father,

passed the assembly last Friday and is practically as good as accepted. James W. Husted, member of assembly from Westchester County, introduced the bill, which provides for the erection of guideboards in any town upon the application of five or more taxpayers. The wording of the bill is as follows:

SECTION 1. Section five of the highway law is hereby amended to read as follows:

§ 5. Milestones and guideboards. Commissioners of highways may cause mileboards or stones to be erected upon the highways in their town as they think proper; they shall also cause guideposts, with proper inscriptions and devices, to be erected at the intersectings of such highways therein as they may deem necessary, which shall be kept in repair at the expense of the town by the overseers of the highways of the districts in which they are respectively located. Upon the written application of five resident taxpayers in any town or twenty resident taxpayers of any county in which the town is located, to the commissioners of highways, requesting the erection of one or more guideboards at the intersection of highways in such town, the commissioner of highways shall cause to be erected at the intersections mentioned in such application such guideboards, indicating the direction, distances, and names of towns, villages, or cities, to or through which such intersecting highways run. Such application shall designate the highway intersections at which such guideposts are requested to be erected and may contain suggestions as to the inscriptions and devices to be placed upon such boards. The cost of the erection and maintenance of such boards shall be a town charge. If the commissioner of highways refuses or neglects, for a period of sixty days after receiving written application, to comply with the request contained in such application, he shall for such neglect or refusal forfeit to the town the sum of $25 to be recovered by the supervisor in the name of the town, and the amount so recovered shall be set apart for the erection of such guideboards.

§ 2. This act shall take effect immediately.

In speaking with Mr. Potter, who was recently appointed chairman of the national committee on highway improvements, one day last week, regarding the plan to be followed in the agitation of the work of his committee, he said: "We will do nothing at present, for the simple reason that the L. A. W. treasury is not in condition to stand the publishing of pamphlets such as are necessary to keep up the agitation of road improvement. We will publish several different forms of these circulars just as soon as possible. Later in the season I will make arrangements for calling the annual meeting of the roads improvement committee, regarding which the National Assembly acted at its session February 18."

Cycling Causes Dyspepsia.

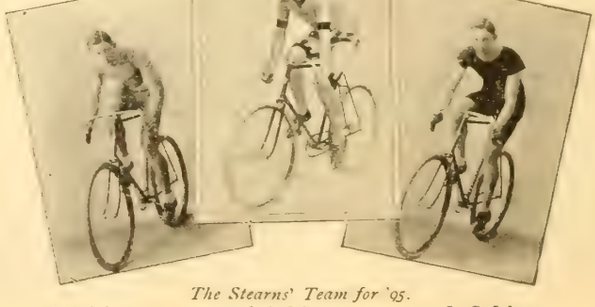
It is generally believed that cycling is an almost infallible remedy for indigestion, says a physician. But really it often produces dyspepsia. This is caused by the use of the bicycle immediately after a hearty meal. After eating the stomach needs a greater quantity of blood for digestion, consequently the brain becomes drowsy and sometimes sleep is induced. This is natural when it is not interfered with. Nearly all animals lie down after eating. Many wheelmen, however, get astride their machines after swallowing the last mouthful, and scorch. Consequently the gastric juice is hindered, and the blood in place of assisting the digestive functions goes to repair the loss of power in the nervous and muscular systems. Repeated negligence of the laws of the stomach soon makes the wheelman a martyr to dyspepsia.

What Will the Future Cycle be Like?

Will there be a revolution in the art of cycle building? The anticipations would lead one to think so. Really there is not any great progress. The safety as it is built today seems perfect, and the mechanic seems to have made his last effort. But it was the same before the safety appeared. It was then thought that the ordinary was perfect. The most expert cyclists and the builders of the time, not so very far back, were assured that the great wheel carried all the improvements of the past and future. So it was difficult to convince the cyclists when the pneumatic tire made its appearance and opened an entirely new era in cycle manufacturing.

At a time when there seems to be a let up in what we consider as a perfect bicycle we must look for great surprises. The many improvements have been inventions to increase the speed; double and triple gears, and the perfect absorption of vibration by the hubs as well as the felloe; the suppression of the chain, and the lessening of the resistance which is the direct consequence, all this may cause a great revolution in the construction of the machines. The ingenious builders are not satisfied to reduce the weight, narrow the tread, hollow the axles, perfect the joints and brazing, embellish the lines of the machines, and ceaselessly lessen the weight of the tires. The present lull may be the precursor of great changes, and the present may be a transitory stage.

But what will be the form of these changes? It is the secret of the future.—*French Exchange.*



The Stearns' Team for '95.

E. C. Johnson. *J. S. Johnson.* *L. C. Johnson.*

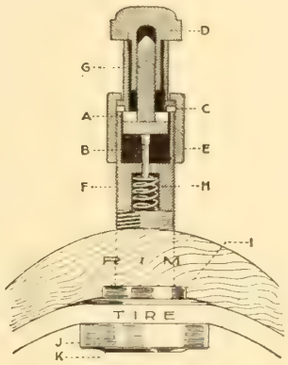
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BOSTON IS WAKING UP.

Cycling Will Boom in the Bay State City This Year—Elliott Talks on the New "Bulletin."

BOSTON, MASS., March 9.—Boston is beginning to wake up. Her Row this week has been full of lookers and buyers, and a large majority of them have been buyers rather than lookers. From all round town comes the rumor that this is to be a large year in Boston, not only in wheels sold and business done, but in activity. The riding season itself is not so very far away, and the warm weather and copious rains of the last week have done much to remind the impatient ones that the roads will be open and dry before very long. The coming of the *Bulletin* to Boston is looked on by all as something to be happy about in more ways than one. Aside from the local pride of having the publication office located at Boston, they feel that it means much to the League at large and the Massachusetts Division in particular, as the largest division in the organization, to have a regular steady *Bulletin* which is not going to cost any more with the dues now at a single dollar than it used to cost when the L. A. W. saw its palmy days.

Sterling Elliott, who was awarded the contract to publish the paper, came back from New York calmly happy, because he thinks that he is going to get a good thing and because he thinks that the League is going to get a good thing also. He has engaged two rooms on the same floor of the same building which Abbot Bassett occupies. In fact the two suites of offices connect. Here will be the publication office of the new *L. A. W. Bulletin*, of which Mr. Elliott will be manager and editor, Abbot Bassett associate editor, and J. Elmer Pratt advertising manager. Mr. Elliott talks freely about the new paper, which

Will See Its First Issue April 4.

Mr. Pratt is expected to arrive in Boston Monday, and it is said there will be some surprises in the advertising rates.

Mr. Elliott says: "The new *Bulletin* will make its first appearance April 4. The paper will consist of thirty-two pages and a colored cover to begin with and will be increased as needs demand. The contract with the Wheelman company? Oh yes, that will be carried out to the letter by the L. A. W. They will not retreat a single point from their position. But the expenses of the *Good Roads*' office were stopped last Wednesday, the day that the convention was sitting in New York.

"It may be of interest to state what offers were made by the other people who wished to take the contract and point out how they differed from my proposition. The *Sporting Life* publishers wished to issue a newspaper the same as they are issuing now. They did not wish to change the form of their publication in the least, not change to a bound paper of smaller size or become a magazine or anything of the sort. They simply wished to send their regular weekly issue to the members of the L. A. W. with certain official news in it, and they wanted the League to guarantee them a circulation of membership of 25,000 and that it should not fall below that. This they wanted 25 cents for. *Cycling* publishers wanted to print the paper for 30 cents for new members and 20 cents for renewals, and still keep the name of their paper, adding on to the end of it *L. A. W. Bulletin.* It was evident that they merely wished to make it a sort of side show.

"Now my proposition was to print the *Bulletin* for 25 cents for 25,000, and 5 cents for every additional 5,000 till 50,000 was reached, beyond which limit there would be no raises. Now the name of my paper is to be the *L. A. W. Bulletin and Good Roads*. One thing which is to be

"A Feature of the New 'Bulletin'

I wish to speak of. A man has at the present time two months to renew his membership, and it has been the custom to send the member the paper during those two months. He got the paper for about eight or nine issues for nothing. He will see in the new *Bulletin* that his subscription expires just one year from the date of his joining or renewal. And that of course will be an inducement for his immediate renewal. Just so long as he neglects renewal he does not get his paper.

"There will be six pages for official matter, and Mr. Bassett will be associate editor. Allow me to say something that I wish to have known, and that is that the award of the contract to me was not made on a vote of the assembly, so consequently there was no use of proxies."

Yes, Abbot is back and he is just reveling in the possession of the identical office which he used to occupy before the executive committee began that most remarkable series of gyrations which flung the secretary to Chicago and then back to Boston. He is deep in the mysteries and unspeakable sorrows of settling. Sacharina is busy, too, overseeing the job. Anything that does not seem to have a good place to be put in is thrown onto the floor or out the window. It doesn't make any difference.

The calling together of that committee of 200 whose duty it is to be on the lookout for new members will be the next thing to which the chief consul will turn his attention in League affairs. April 9 is the date talked of for the banquet. It will be held at one of the largest hotels in the city, and every president of a wheel club in the state, every member of the Massachusetts board of officers, the delegates to the A. C. C. and C. C. C. boards will be invited. The chief consul of New York states that I. B. Potter and the president of the league, A. C. Willison, will both be invited and will make addresses. A committee on membership of 200 will be formed and the members of this committee will be eligible to the prizes for the largest number of new members brought in. The value of these prizes will aggregate $200.

The Society Event of the Week

among the cyclers has been the theater party at the Castle Square Theater Thursday evening given by the Press Cycling Club to about 150 of its members with their ladies. The play was Haworth in "Rinaldo," and the occasion was prettily remembered by the boys who gave the popular actor a floral wheel. He thanked them for it in a happy little speech, and the bond which exists between himself and the organization was strengthened. The next meeting of the club will see some notable additions to the membership roll.

In pursuance to a call sent out last week by the dissatisfied members of the Massachusetts Bicycle Club, those mutually interested met last Thursday evening and formed a new club which is to be known as the Commonwealth Bicycle Club. Both men and women can join and ride. There are thirty-one charter members. The following were elected officers: President, George L. Cade; vice-president, Charles E. Hunt; secretary, Miss Bessie Newman; treasurer, Henry H. Lowell. The officers are all members of the executive committee, and the other members of it are Fred L. Crocker, Miss A. C. S. Wood, Mrs. J. M. Savage. The road officers and membership committee will be elected at a later meeting. There is to be a strict watch kept over the membership.

There is a movement on foot to establish in Boston a cyclists' table in emulation of Winter's at Chicago.

Jim Linscott and Hoyland Smith have announced the dates of their road races this year. The Linscott will come May 4 and the Smith at New Bedford May 30. The prizes in both will be far ahead of anything given last year, and the first in the Linscott race will be an $800 piano.

Last Sunday the Boston *Herald* printed a cleverly written screed on the personal characteristics of the A. C. C. bowlers from the pen of John C. Kerrison. The next time the Medford bowlers met they presented the newspaper man with a millinery flower bouquet with a rope on it.

DATES OF THE DIAMOND TOURNAMENT.

SPRINGFIELD, MASS., March 12.—September 10, 11, and 12 will be dates for the wheelmen to conjure with all summer. On those dates the Springfield Club will repeat its phenomenal diamond tournament. Preparations on an even more extensive scale than heretofore are planned, and while the management will conduct the tournament on a more economical basis than ever, the value of prizes and the superior attractions of a Springfield tournament will be in no wise reduced.

The days are Tuesday, Wednesday, and Thursday of the second week in the month, following closely last year's dates. From a sporting and financial standpoint this date has always proven most satisfactory here. By that time the principal tournaments of the country have been held and the men are ready to settle down to a struggle for supremacy which shall be final. The result is a series of battles for blood in which surprises like Bald's sudden sprint in the great international race last year are not infrequent.

For a long time the tournament has been in doubt. Some members thought it a financial hazard or at any rate required too much hard work for the profits and that as the club is now on a sound basis financially the tournament could be given up. A majority of the club felt, however, that it was the tournaments of former years which gave the club its prestige and that the organization could ill afford to dispense with it now. After much unsatisfactory discussion the matter was left in the hands of the directors who reported in favor of a tournament on the dates named. Indeed, they believe that any other policy

Would be Disastrous to the Club.

Hampden Park will not be opened until later than usual this year and will be closed before October, guaranteeing a considerable saving in that direction. Further, the track will not be put into racing condition until later in the season than usual because there is no necessity for it. Work will likely begin upon it by the middle of May and it will be in prime condition a month later.

The committee having in charge the good roads banquet of the Springfield Club is progressing finely with its arrangements, and has outlined plans for a more successful banquet than has yet been held. Definite details are still undecided, but the personnel of the committee, Messrs. Miller, Haskins, and Bosworth is sufficient to guarantee an even more brilliant affair than has ever been given.

A Good Financial Scheme.

The Vermont Wheel Club at Brattleboro has outgrown its present home and is seeking larger quarters. A committee is now looking for a place where the club can be permanently established and where with increased facilities rooms can be fitted up sufficiently pleasant to attract additional membership. The club originated with the old Taurus Club about twelve years ago and has a membership of seventy-five of the best known and most popular young men of the town. The club has recently adopted a financial plan whereby each member agrees to lay aside a dollar a month to go into a fund for a permanent investment which shall be put at interest and allowed to accumulate as long as the club retains its organization, each member being credited with his proportionate share of the principal and interest. Already there is a snug sum in the bank while the club is entirely free from all indebtedness. A proposition has now been made to increase the club's membership with a view of increasing its influence.

CYCLING'S CURE-ALL.

If in a contemplative mood,
Upon the ills of life you brood;
Quick, beat retreat from such dull care,
And on your cycle take the air.

If worries rob your couch of ease,
And every pleasure cease to please,
A cure and tonic we prescribe—
Just take a gentle cycle ride.

If these or any other ills,
Should bother you, don't fly to pills;
A cure more certain we suggest,
"Take on" the lot, and scorch your best.

TOUCHING TREAD.

What is really implied by the term "tread"? Supposing that this term was generally accepted by manufacturers as meaning the shortest distance between a rider's feet placed on the pedals, what particular value would there be in this information? The term would lose its significance, for the riding public would very quickly pass over "tread" and show their knowledge of bicycle construction by asking the width of the crank-hanger, and how shortening it would affect the strength and rigidity of the frame. They would ask if the running gear was in perfect alignment, or if this alignment had been sacrificed in the narrowing of the crank-shaft. Then, provided this alignment had been maintained, they would ask whether the consequent shortening of the rear hub would not seriously weaken the driving wheel by making it liable to buckle under strain.

The distance between the bearings in the crank-shaft is a question of the most vital importance, for ¼ inch or less extra width here adds much to the rigidity of the bearings, with consequently less friction and wear, and serves to overcome the tremendous strain of the alternate pedal thrusts.

Such are the vital points at present implied in the term "tread," and they can not be lightly passed over.

There is a mean width at which every rider can do his best work. This is more or less affected by the shape of the saddle, and its tendency to spread the rider's legs. Few persons when sitting place their feet and knees close together, and in running and walking the spread of the feet would be increased were it not for keeping one's balance. When extra force is exerted larger base is necessary. An abnormally narrow tread causes a rider to assume a stooping position. A rider sitting in a proper position can not pedal on a narrow base without discomfort and excessive fatigue to the muscles of his hips and thighs due to unnatural action.

It was only after months of experimenting that the problem of tread for the 1895 Columbias reached its solution. The result is satisfactory at all points. The tread is narrow, but not too narrow, the distance being absolutely correct for effective work. The adoption of the new crank-shaft mechanism provides a distance between the ball centers of 3 inches. Perfect alignment is secured, while the distance between the spoke flanges on the rear hub has been increased from 2¾ to 3 inches in order to brace the rim more firmly. This secures greater rigidity in the wheels, which is essential.

Narrowing the tread is a move in the right direction, but it is something that must be handled with extreme judgment. Columbia construction is right construction.

The fourth annual Hilsendegen road race will be run on Belle Isle Parkon Saturday, July 27. Five thousand dollars in prizes are guaranteed. The bridges on the Belle Isle course have been reconstructed, and as in their present condition are much more conducive to speed. It is expected that world's records will once more be brought back to this course.

Chief Consul M. L. Knowlton, of Minnesota, but expresses the opinion of all riders who have studied the subject of tires when he writes, in a recent letter: "The tire question is no longer a question with me. I simply know that the Columbia Single-tube is the best tire ever made. My own tires have run over 8,000 miles and appear to be in good condition still."

A GEM FROM COVER TO COVER.

Cycling West says: "The Pope Mfg. Co. has completely outdone itself in its '95 catalogue. The production is a typographical gem from cover to cover. The front cover is ornamented by two female figures in swirling robes, whose special delight appears to be playing a tune on the pedals of the graceful Columbia. Zinc etchings, too numerous to mention, embellish the book throughout, and the new models are well described and superbly illustrated. A separate department is devoted to the Hartford wheels, while illustrations of the company's factories and parts of wheels make the pages very interesting. The Model 40 (21½ pounds) is of course the king, bee of the lot, and looks exactly what it is—a vehicle fit for a king."

The catalogue may be obtained free by calling on the nearest Columbia agent, or it will be mailed for two 2-cent stamps by addressing the publishing department of the Pope Mfg. Co., Hartford, Conn.

There are only two kinds of people who won't buy Columbias this year those who have not $100, and those who won't ride.

The Farman Brothers were again successful in a tandem race against Relph and Robertson, the Englishmen.

Standard for the World.

THE TIRES

of a

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Bicycle

insure comfort and pleasure. They are the fastest, safest, most durable tires made. Least liable to injury, easiest to repair. When you know how good they are you will have no other.

And the tires are but one point of the many that make the Columbia the best bicycle on earth.

See the new models.



The Best Tire.



The Best Valve.

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—beautiful, comprehensive. Free at any Columbia agency or by mail for two 2-cent stamps.

If you must have a lower-priced machine, buy a Hartford, next best to a Columbia, $80 $60; $50 for boys' and girls' sizes.

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You can fly (almost) if you ride a Victor Bicycle weighing 19 pounds, 15 ounces.

The lightest weight high-grade bicycle on the market. Try it.

Weight reduced by accurate tests made by the wonderful Victor Dynamometer.

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San Francisco. Los Angeles. Portland.

S. F. EDGE PROFESSIONALIZED.

The N. C. U. After Makers who Hire Riders—Mecredy and DuCros in Danger—Other English News.

LONDON, March 2.—The National Cyclists' Union has at length turned its attention from the makers' amateur to the inducers. A few weeks ago a series of letters came into the hands of the general committee, addressed by the London manager of the Pneumatic Tire Co. to a young rider named J. West, Jr., in one of which a specific offer of $2 per week toward his training expenses was made, on the understanding that he should race on Dunlop tires. The letters were all signed, "For the Pneumatic Tire Co., Ltd., S. F. Edge," and were upon the company's letter paper. Last night the general committee dealt with the matter, after hearing Mr. Edge's version of the case. Edge asserted that the letters, in common with others issuing from the depot, bore the stamp of which his name formed a part, but that he had no personal knowledge of their dispatch and did not personally know J. West, although he believed he had been introduced to him. The committee decided that Edge was responsible for the infringement of Clause E, of the amateur definition

And Accordingly Professionalized Him.

At the same time it was decided that the directors of the Pneumatic Tire Co. should be communicated with, requesting them to show cause why they severally should not be declared professionals in a similar manner. Among ths directors in question are R. J. Mecredy and Arthur DuCros, both of whom, it is said, intend to figure upon the racing path this season. The action of the Union will assuredly provoke much criticism, but while the present amateur definition exists the Union had no other course open to it than to make an example of a glaring case of its infringement.

The licensing scheme, far from stamping out maker's amateurism in England, has apparently rendered keener the competition amongst the trade for the services of riders who shall pose as amateurs for a season or two, until discovery deprives them of a license. It is rumored that R. Cripps, the well-known maker, intends shortly to publish an expose of masked professionalism which will prove startling to those not already acquainted with the subtle practices on the part of both *soi-disant* amateurs and trade firms.

The March Council Meeting of the Union

will be the occasion of yet another debate on the amateur definition. Last year's N. C. U. championships at Birmingham yielded a profit of $1,375. The Union now numbers 55,000 cyclists and during the past year 187 clubs, representing 3,211 members were added to its roll.

The Bordeaux-Paris race fixed for May 11 will be open to both professionals and amateurs. The two classes will be started separately at an interval of several hours and the N. C. U. has accorded its permission to English licensed amateurs to compete. All the prizes, for both classes, will consist of medals, certificates, and similar awards—there will be no money prizes.

At the meeting of the society of cyclists last Wednesday Mrs. F. W. Mattox read a paper on a tour in Austria. Her remarks upon rational dress, which she warmly espouses, drew forth from Sir Benjamin Richardson and others present some very strong expressions in favor of the new style of dress for ladies. Colonel Savile also described a tour in southern France and Switzerland, which proved highly interesting.

The Cycle School Club, which is to be established during the next few months in the heart of the west of London, will embrace a permanent exhibition of first-class cycles, and a hall of noble dimensions which will be available for members for indoor cycle riding in inclement weather. The whole will be conducted as a high-class club, and will be made replete with every accommodation. There is also an idea mooted of forming a country club, but this latter scheme is an entirely separate one.

JACK FROST DEFEATED.

LONDON, Feb. 23.—Early this week came the thaw, and the period of phenomenal cold is now past history. By contrast with the recent temperature the present weather seems wonderfully mild, and cycling will be resumed with zest today, as the public waters are unfit for skating.

The event of the week has been the sudden exchange of proprietorship of the oldest English cycling journal—*Bicycling News*. The news reached me just after mailing my last letter that the proprietors of *B. N.* had sold the paper to the Sport & Play Publishing Co., Ltd., Lionel Street, Birmingham, and that after this week's issue the two journals would be merged under the joint title. The surprising change was effected in the course of a few hours, I hear, although for some time past the production of *B. N.* has not proved profitable to Messrs. Iliffe and Sturmey, the late proprietors. The attempt to reach that wider circle of readers who take a merely languid and superficial interest in the pastime has not proved successful, while many of the old readers of the journal were lost when it assumed its newspaper form, and adopted editorial anonymity.

The promised track for North London at Tufnell Park is reported to be "off." Lord Tufnell, the ground landlord, has definitely decided to maintain his property as a cricket ground. This leaves the way open for the unhampered development of the Wood Green track, the construction of which is proceeding apace.

Last night Percy Low gave his annual entertainment to sandwichmen, popularly known as the "Sandwichmen's Feed." Some two or three hundred of

These Poor Perambulating Advertisers

were given a hearty meal and a first-class musical entertainment at the Store Street Hall.

Here are two more skating items. Early this week C. J. Tebbutt, who is a wheelman I understand, accomplished what is believed to be the longest skate on record in this country. Starting from Peterboro he struck out for St. Germans and thence to Cambridge, total distance 83¾ miles. Although Tebbutt's full time was 9:20:00, his skating time was only 7:10:00. For forty miles he had a strong head wind, but the last thirty-three miles were accomplished, with the wind, in 2 hours flat. Last week F. T. Bidlake was riding his tricycle on the frozen surface of the River Nene when he had a narrow escape. F. Buckle, who was skating after Bidlake, got on to some ice and disappeared, being rescued with considerable difficulty. Luckily Bidlake was on a firmer surface and escaped an immersion.

Last Sunday the Marquis of Queensbury was escorted by the doughty winter riders of the Bath Road Club to their winter headquarters on the Ripley road at Cobham. The marquis indulged in a little boxing after lunch, and enjoyed his ride. It is his intention to adopt cycling as a pastime and he has ordered a racer.

I have received a copy of R. L. Jefferson's recent book entitled,

"To Constantinople on a Bicycle,"

which is just entering its second edition. Besides small sketches of some incidents of the journey, the book is copiously illustrated with views of the City of the Golden Horn. Many of Jefferson's adventures seem to have been quite as exciting as the average Englishman could desire, and the book is devoid of dullness from cover to cover. Those who enjoyed the two stout volumes of Thomas Stevens will peruse the Jeffersonian booklet with pleasure.

The Cyclists Touring Club, acting through E. R. Shipton, has at last prevailed upon the chief commissioner of Hyde Park to allow the use of this, the most fashionable and important open space in the west end, by cyclists before 10 a. m. and after 4 p. m. every day. This concession will be welcomed by west London cyclists as a long-desired boom.

C. W. HARTUNG.

TROUBLE OVER THE BUFFALO CYCLE PATH.

BUFFALO, March 11.—The Buffalo Park Commission has gotten itself into a pretty maelstrom; in other words, "has put its foot in it." As was outlined in THE BEARINGS a few weeks ago, a petition containing the signatures of 18,000 wheelmen was presented to the commission, praying that a side path from 12 to 25 feet wide be constructed around a portion of Buffalo's park system known as the park meadow. The path would be about two and one-half miles long. February 12 a public hearing before a subcommittee was held, at which Ducker, Bull, and other League lights, as well as City Attorney D. E. Kenefick, made strong arguments. When the hearing closed the committee stated that it would report to the board, which would convene March 5. In the meantime, however, the commission considered the petition seriously, and a member about to visit Boston was instructed to examine the park path accommodations in the Hub, with a view of securing suggestions which would be of benefit in catering to the wants of Bisontown wheelmen. At the meeting of the board on the above date the commissioner in question presented a scheme, which, in his opinion, would satisfy everybody. It was no less than to reconstruct the old parade ground, where the start and finish of all the road races hereabouts have been held, into a racing park for cyclists and horsemen, giving the former a three-quarter mile circular course for training purposes and the latter a mile circuit for exercising trotters. The mayor, E. B. Jewett, and the park commissioners rather favored the idea, and it was decided to hold a public hearing for the wheelmen, horsemen, and property owners to get their views. This meeting was held Saturday, and there was war in the commissioners' camp, and no mistake. Every one was opposed to the idea.

The Horsemen Wanted a Straightaway Course

through the park meadow for speed purposes, the cyclists wanted a cycle path around the meadow for pleasure riding, and the property holders opposed the scheme proposed by the board on general principles. The board has now gone so far, however, that it will be compelled to give the wheelmen and turfites just what they asked for, and pay for the improvements out of the park fund.

Last Tuesday night was meeting night with the local cycle clubs, and considerable business was transacted. The Press C. C. elected a half score new members, and selected a club racing board to govern club racing affairs. To Captain Lampman was given a carte blanche to develop as strong a Class A orange and black racing team as possible. Lampman has been very successful in bringing out good material, and has the honor of having found out such good ones as Louis and Charlie Callahan, Jake Linneman, F. A. Foell, E. F. Leonert, and Mike Dirnberger, all of whom won their first laurels under his care. He has in view some good green material which he will try out in the Martin, and with those who have proven themselves game he will organize a Class A team, which will be kept in training all summer.

The Rambler B. C., too, propose to be in evidence this year. Last season they were masters of the local racing situation, and they propose to maintain the supremacy. W. F. and G. G. Buse, A. E. Weinig, W. L.

Why

Yes, Sterling bicycles are the best that are built.

Every dealer knows how well they wear.

Every rider knows how lightly they run.

Yes, they take the cake.

Why, shall we send you a catalogue?

Sterling Cycle Works,

236-240 Carroll Ave., D

Chicago.

CHICAGO—Sieg & Walpole Co., 285 Wabash Ave.

NEW YORK—Schoverling, Daly & Gales, 302 Broadway.

Steimal, and A. B. Goehler composed the regular team last year, and one of their most notable performances was to defeat the Press C. C. sextette, consisting of Louis and Charlie Callahan, E. F. Leonert, F. A. Foell, T. J. Sayles, and John Penseyres by over 9 minutes in

The Fifty-mile Annual Road Race

for the Rose brothers' $200 challenge cup and the city championship, each of the winning sextette cutting under the previous fifty-mile American road record. Another big win was the Ellwood trophy, by Goehler, Cleveland, and Lutz, at Ellwood, Pa., in a five-mile team race, beating the Cleveland Johnsons, Art Banker, of Pittsburg, and a half-dozen other good 'uns. As both these trophies must be won three times it becomes necessary to have a strong team. Captain Peterman realizes this, and last year's team with the exception of Goehler, who has retired from the path, is already doing light work in the gymnasium. A half-dozen green men have also begun training, and as soon as the roads are dry a series of road races from five to twenty miles will be held every Saturday afternoon to round the riders into condition. Peterman expects to start twenty-five men in the Martin, and figures on capturing either first place or time prize.

The Mohawk A. C., Comrades C. C., and Wanderers B. C. have three good men in Box, Werick, and Garrett Miller, all of whom will do to take to the races.

SCORE ONE FOR THE WHEELMEN.

CLEVELAND, OHIO, March 11.—The Cleveland Wheel Club's new committee upon roads and paths has already begun to hustle, and no stone will be left unturned to bring to a successful finish the cycle path scheme for the new boulevard and park system. A recent meeting of the city council passed resolutions asking the members of the park board to provide paths for bicycles in the public parks.

The matter of street sprinkling is another knotty question for the committee to handle. Every person who has ridden a wheel over a freshly sprinkled street is fully able to discuss this subject. The present intention, for a starter, is to request the mayor to so regulate the sprinkling upon Euclid Avenue that a dry strip will be left upon the north side early in the morning and upon the south side in the evening. Ten feet is all that is asked. The wheelmen think that the request is reasonable and that it will be granted.

There is More Riding upon Euclid Avenue

than upon any other ten streets in the city, hence the choice of that thoroughfare.

The Cleveland Wheel Club is soon to hold what it is pleased to term a "silver potpourri." It will partake of the nature of a fair with a "midway" flavor, with booths, bazaars, etc., for the sale of goods of all descriptions. It is proposed to hold a cycle show in the billiard room where for a consideration a space will be allotted to the local dealer where he can give away souvenirs. The booths will be scattered all over the house with the exception of the ballroom which will be reserved for dancing. The affair will run two or three days, and it is confidently expected that at the end of that time the club will have "money to burn."

Euclid Avenue is a thoroughfare of world-wide fame. Its continuation beyond Lake View cemetery is known as Euclid Road. It is generally sixty feet wide, and has already begun to be built up with handsome residences. Realizing that this road must eventually become a part of Euclid Avenue,

The Residents Along the Line

and the county commissioners have been considering what can be done to anticipate such an event, and to that end a committee of viewers was appointed to go over the ground and make a report. The plan as proposed is as follows: The present road is to be widened to 100 feet, the avenue to be thus formed to be a magnificent boulevard. In the center, according to the engineer's plans, will be a twenty-foot strip over which the street-cars will pass. This to be hedged in and bounded on either side by a grass plat ten feet wide. On the outside of each grass plat is a driveway twenty feet in width, and then a sidewalk ten feet in width. At intervals of 400 feet the inclosed space through which the cars pass is intercepted by crossings forty feet in width. The road as proposed will be about four miles in length, but will eventually be extended to the county line. Owing to the high bluff all along the south side of the present roadway, the entire additional forty feet will be taken from the north side of the road, the residents on that side donating twenty feet, and the neighbors across the road being assessed for the remaining twenty feet. The estimated cost will not exceed $26,000, as all the land is donated, and the only expense to the county therefore will be the building of the road. There is some talk of a cycle path in conjunction with the driveways, but it is nothing of a a definite nature.

FIFTEEN BEAT THE RECORD.

OAKLAND, CAL., March 4.—The third annual twenty-five mile road race of the California Associated Cycling Clubs took place on the San Leandro triangle yesterday and proved to be the most successful ever conducted by the association. This race usually takes place on Washington's Birthday, but this year it was postponed on account of rain.

The day was all that could be desired for racing purposes and the roads were in excellent condition; in fact they were so good that no less than fifteen men rode under the former coast record made by George Faulkner two years ago. Faulkner negotiated the distance in 1:19:04, but Walter Foster rode yesterday's race in the remarkable time of 1:12:55⅘.

There were thirty-nine entries for the race but only twenty-nine started, and of this number sixteen finished. Fifteen hundred wheelmen and as many non-riders witnessed the race from different points of vantage. All the clubs from surrounding cities held runs, and every train and electric car that arrived dropped its passengers; carriages containing prettily dressed girls and fashionably attired young men could be counted by the score.

It was 10:35 o'clock when the limit men, with 10 minutes' handicap, started, and the rest of the men followed in rapid succession at intervals of a minute or less. There were five scratch men, Walter Foster, Emil Ulbricht, Joe Rose, Clarence Davis, and Henry Smith.

The Greatest Rivalry Exists

between Ulbricht and Foster, and on these two did the greatest interest center

The course on which the race took place is commonly known as the triangle and is 8⅓ miles around, so it was necessary for the men to pass the spectators three times before the long ride was finished. August Schwall of the San Jose Road Club, and Henry Egeberg, of the California Club, each with 8 minutes' handicap, led on the first time around and as the men passed, one after the other, it was noticed that the scratch men were gaining considerably, they having gone the first round in 22:27.

The next time around showed the same men in the lead, and both riding easily under systematic pacemaking; the others rode by in twos and threes until the scratch men hove in view, who, with the exception of Davis, who had fallen, still kept the same positions, with Ulbricht still cutting out the pace, and a hot one it was too, he having taken the scratch men the first two rounds in 47:06. It was now positive that the record would go, and many were the rash statements as to the number of minutes that would be chopped off. It looked as if

The Race for Time Prize

lay between Ulbricht and Foster, and their club mates anxiously awaited the time for the leaders to again come in sight and to the great surprise of all, when that time did come, it was discovered that the same two men, Schwall and Egeberg, were still in first and second place. About 200 yards from the finish Schwall commenced to move up, and Egeberg could not get past his rear wheel and in this order they passed over the line. Then followed at short intervals Moody, Mott, Sampson, Delmas, Ready, Harvey, Theisen, Goddard, and then Foster and Ulbricht. They were fighting it out on the last hundred yards with Foster a little in the lead. He managed to gradually draw away from his game little opponent and passed over the tape, the winner of the time prize in 1:12:55⅘. Smith was about fifty feet behind Ulbricht, but the timers made the difference in time almost a minute and a half later. Smith was followed by Wall, Carey, and Cowell.

PHILLY'S SPRING-LIKE WEATHER.

PHILADELPHIA, March 10.—The balmy spring-like weather of the past few days has stirred up the interest in cycling and instead of staying indoors as has been the custom during the long winter months the wheelmen have once more brought down their wheels and commenced another season of riding. Today was an ideal day for the sport and it is doubtful if there ever was a larger turnout of wheelmen for this time of year. Broad Street, the principal thoroughfare, was fairly crowded. A majority of the club captains called impromptu runs and rode through the principal streets, some of the clubs having as many as half a hundred men in line. A very noticeable feature of the turnout was the large number of new riders or novices, many of whom, it was evident, were just learning to ride. If the indications of yesterday count for anything, cycling in this city will receive a great increase in popularity during the coming season and even now it is extremely doubtful if there is another city in the country having as many riders. The riders were not confined to the male sex but were feminine as well. The latter were mostly attired in bloomers and attracted much attention by the graceful manner in which they handled their silent steeds.

Chairman George Gideon has discovered that he made

A Mistake in Granting a Sanction

for the national meet during the week of July 8 to 13 owing to the fact that the rules of the L. A. W. prescribe that "the national championships shall be held between July 15 and October 15." As the early date was asked for in order to avoid the crowd at Asbury Park and secure reduced rates on the railroads as well as at the hotels, as neither of these can be secured after the season opens, it is thought that the Racing Board which will hold a meeting some time this coming week, will waive the rule and allow the meet to be held on the dates above mentioned.

SOUTHERN CIRCUIT A FIZZLE.

LOUISVILLE, KY., March 11.—The prospects for the southern circuit are not very bright at the present time. When it was first proposed, a sufficient number of favorable replies were received so that the announcement was made in good faith. Since then those who were the most favorable have dropped out until there are only six cities left. Six would not be enough to justify the name of a circuit, as none of them could raise a large enough guarantee to make the prize lists large enough to attract the class of riders needed to draw enough visitors to the track to pay expenses. The time for the decision of the question has been extended to April 15, and unless six more towns will guarantee to furnish a good prize list, the whole thitng will be dropped.

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, MARCH 15, 1895. No. 2.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

INTO THE BAND WAGON.

Are you watching them get in? Have you noticed the conformity which the recent withdrawals from the team racing field have borne to the very words you have seen in THE FOWLER TRUTH for the past eight months? Did you notice "The Bearings'" editorial "Do Racing Teams Pay?" Did you catch these words, "He could run a page 'ad' in every cycle paper in the country with the money he spends on a racing team."

After a few remarks, he who has had some very expensive experience in the hiring of men to ride his wheel has taken his seat in the band wagon, as near the driver as he can get, according to this doctrine, by lines after the following: "It is ridiculous to expect an intelligent public to believe a statement which any bicycle manufacturer may make, to the effect that Mr. So-and-So, the great racing man, will ride this, that, or the other machine in all his races because he has concluded that it is the fastest and best wheel made, or words to that effect. Suggest an increased salary and Mr. So-and-So can discover a faster wheel."

"The Bearings" adds these truthful words, speaking of the employers of teams, "When will they recognize the fact that the milk has all been drained from the cocoanut?"

To our friends, the enemy, and the great cycling journal: We welcome you to the first seats in the band wagon, right close to the cruppers of our wine-colored horses, as warmly as did the father welcome the prodigal son. By the time the seat on which you sit has begun to feel comfortable others without the fold will begin clamoring for "standing room" in the wagon, driven and controlled by THE FOWLER TRUTH. THE FOWLER TRUTH came out boldly and fearlessly and opposed the idea of "hiring men to ride wheels" in order to prove that they were better wheels on account of having been ridden to victory, or to an occasional record by the fact that this or that hired man did it.

THE ONLY MAN
who ever rode over
21,000 MILES
in one year did it on
"The Fowler"
"Most highly finished bicycle in the world."

You hit the nail square on the head when you said, speaking of the B lunacy, "It is ridiculous to expect an intelligent public to believe a statement which any manufacturer may make, etc." You could also have appended that the public didn't believe it, for the reason that if they did the high-priced racing men would still be traveling around the country advertising your wheels, which, in fact, means selling them. People with sense and business judgment don't take up gold dollars (10,000 or 20,000 of them) and throw them into the air—not a bit of it. Class B racing is meant solely to advertise the wheel. To advertise a wheel right means to sell it—doesn't it? If you don't advertise right, you don't sell—eh? You get on another track quickly, don't you?

So we say we have been on the right track from the start, and it is a satisfaction to see others get into the band wagon, while we hold the reins and look back over our shoulders and gently smile to see the erstwhile "deluded" clamoring for room to get in out of the wet.



THE BEARINGS
The Cycling Authority of America

THE Fowler TRUTH

$5 FOR A NAME.

At the cycle shows recently held in Chicago and New York our bloomer wheel attracted great attention, and a great many ladies who have adopted the rational costume expressed themselves in hearty favor of a jaunty, light, diamond-frame Fowler, finished in wine-color enamel and striped in gold. A great majority said to us, however, "We are going to use the bloomer costume, but yet the diamond-frame wheel is too radical a change yet awhile."

We suggested to a number of experienced riders our idea for a wheel—which appears in the cut following this. Not a single objection was lodged against the idea, and we immediately made preparations to get out a machine after this style. It is neither a drop nor a diamond frame—between the two. For those who will use the bloomer suit or short skirt it is, without doubt, the most appropriate machine yet introduced. The regular mount for a drop-frame can easily be accomplished on this wheel.

Before going ahead and announcing a departure from the regular ladies' model we had this wheel ridden by a number of ladies who expressed their extreme satisfaction with it. In fact, two of the ladies who had orders in for wheels with drop frames have taken our new model.

As it stands it weighs 20½ pounds. It is as strong and rigid as the regular diamond frame. There is no question but what it will become a great favorite, and that we shall see this style of wheel used a great deal this season.

What we want now is a suitable name for it, and have offered a prize of $5 for the first name received that is acceptable to us. Remember our other names are Fowler Roadster, Bantam, King B, Reg. Ladies, Ladies' Special. Send along the names, together with your name and address.

JE VOUS DEMANDE PARDON.

THE FOWLER TRUTH does not often overlook any bets in the line of presenting to its readers all the good advertising notes that spring up regarding the Fowler bicycle or the company that makes it; but in one case we must plead guilty (our first offense; we were at the cycle show and can not prove an alibi). The cycle press will not object, for whenever we have anything to explain we have to consume space in doing it.

At the recent Chicago Cycle Show the Hill (Fowler) company brought a carriage on Monday morning to place at the disposal of all its agents who might like to visit the factory and see the Fowler machine in the workshop. A great many agents availed themselves of the opportunity to see one of the neatest and best-arranged cycle factories in the world. They already knew that as nice a machine as the Fowler must necessarily come from a nice shop, but even then they were surprised at the show of business that met their eyes. One wealthy agent wanted to buy the factory, another wanted to buy the typewriter (the reader will never know whether it was the machine or the girl), and still another made an attempt to secrete himself in a corner so he could run away that night with one of the early shipments we had promised him. What we neglected to do was to publish a picture of the slick span of light dapple-gray horses and $2,500 Studebaker carriage, with the regular English coachman, bear skins, and silk "plug." Our agents who took the pleasant little trip, however, will remember all that, as well as remembering how business-like our factory looked.

GOOD FOWLER ADVERTISING.

Our agent, Fox, who sells Fowlers at Los Angeles, Cal., knows a thing or two about advertising. Here are a few of his nail pounders:

Some Cycle Show Notes.

Messrs. Nutty & Co. exhibited a wheel with a two-inch tread. This is the narrowest tread at the show, and will no doubt sell thousands of machines for Messrs. Nutty & Co,

By the time somebody makes a bicycle with a tread so narrow that a man has to step on his own corns, it will be time to call a halt.

The Foolhardy Cycle Manufacturing Company have a full roadster on exhibition weighing 6 pounds, and a racer at 4 pounds, 31-32 of an ounce. The former wheel will no doubt be very much sought after for army use.

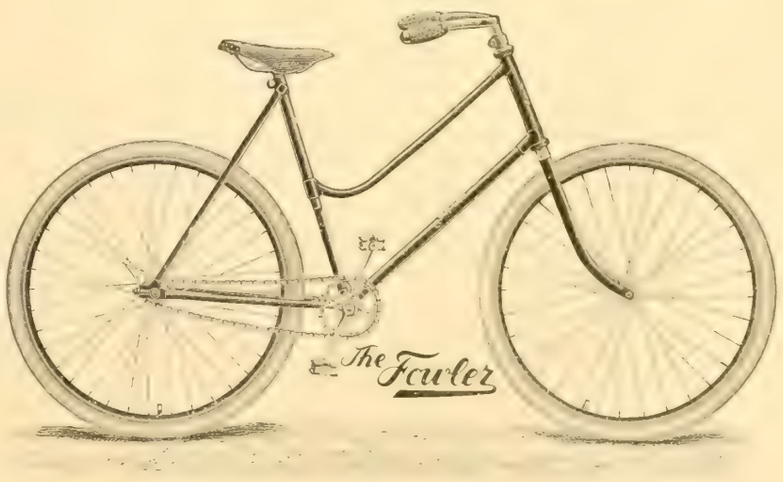
We add that the Chinese will want some of these for aerial use when the Japs have pre-empted all the land.

The Laststraw Cycle Company have been giving away their bicycles as souvenirs. They have a very fine line of pewter stick pins moulded into the form of a bicycle, which they will sell the coming season at from $100 to $125.

With the permission of Mr. Fox we print one or two more:

The Tinspout Cycle Manufacturing Company had a fine line of eaves troughs fixed together to look like bicycles, and a pot of solder and rosin to give an imitation of a factory. Manager Mush said the only fault to be charged to his machines was that they were made too good for the money.

It does seem to a man up a tree, or up a real good bicycle, that a profusion of potted plants or mirrors need not necessarily indicate superior bicycles, and that the manufacturer who is not afraid to expose his goods to the searching light of the electrics instead of hiding them behind pots of home-made ferns should be entitled to some consideration.



DESERVES A NICE NAME.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

RIDERS, ATTENTION!

"The Bearings" is seeking information concerning pneumatic tires and would like every subscriber to write to us and tell his (or her) experience in '94. What make of tire he rode, how many punctures he had, and any suggestions as to how the tire might be improved.

WILL BE A STARTLING COMBINATION.

BOSTON, March 9.—Trade in Boston and vicinity is very encouraging. There is every prospect of a bigger season than has ever before graced the dealers' efforts here in Beantown. It is the current talk on the avenue that wheels are being sold about 66 per cent ahead of the same time last year and every one says he is way behind his orders and that he can not supply his agents. The spirit is very encouraging and very hopeful and there is every reason to suppose that business will see an advance this season.

They are whispering something real funny on the Row just now. There is one block with four stories in it. One of them has the woodwork on the outside a very brilliant yellow and orange, that is more gorgeous than artistic. But it is striking, sure. There can be no doubt of that. In fact, it is so striking that it struck one of the other store proprietors in a way very forcible. He arrived at the idea that that yellow color was decidedly offensive to him. So he goes to the landlord and he says: "See here, my friend, I don't like that color. Now, if by April 1 that is not off that store and the entire front of the block painted a dignified bottle green, I shall paint one of my stores a peacock blue and the other a brilliant white. And my friend next door to me says he will paint his store a bright vermilion. Them's my sentiments."

To which the landlord made reply: "Well, I have such relations with and have made such arrangements with these people that I do not possibly see how I can make them remove that terrible color and paint the whole front a bottle green."

Consequently, after April 1 any man coming down Columbus Avenue in the twilight may think he has an aggravated case of the james-jams.

Chandler & Barber, of 15 Eliot Street, have been appointed New England distributing agents for the Monarch. They have just received the Monarch lady's wheel and they are much pleased with its lines. Many requests have been made at the store for pictures of the big lion that is exhibited there. They will soon have some more and these they propose to give to bicycle clubs if they will promise to hang them in the rooms.

Comedian John Drew and his wife are at the Hollis Street Theater this week and they are both riding the wheel daily at the Columbia riding school. By the way, this school has been the scene lately of the gathering of many of the members of the 400 who have gone there to learn and practice the gentle art.

McGarrett and Graves at the Waverley headquarters are cutting lots of ice and serving a free lunch every noon to their friends who happen to drop in.

George W. Wilson, who is playing at the Bijou now, and who is a great enthusiast on the wheel, was presented with a Wolff-American machine over the footlights the other night by some of his many admirers.

The John P. Lovell Arms Co. reports a very encouraging increase in the number of wheels shipped during the month of February, over the same month last year. At both the retail and wholesale stores this is so and the trade at both departments is good. The factory is running twenty hours a day with 800 hands.

L. J. Pote, of Lynn, has opened a new bicycle store and will carry Falcons and Keatings.

The Stearns agency has decided to carry a line of sundries and parts.

The New Mail is arranged in the windows of Wm Read & Sons in a very attractive style, the work of Major Atwell and Colonel Warren. Prominent in the display is an old-time boneshaker. Atwell thinks it is the identical original wheel that he made so many years ago for Colonel Pope and which cost the sum of $323.

Fred S. McCausland, secretary of the A. C. C., has gone into the trade and will carry a line of Eclipse wheels.

WASHINGTON BUSINESS EXCELLENT.

WASHINGTON, D. C., March 9.—Every one reports business good. The Washington Cycle Co. on Ninth Street is refitting its store and proposes to have a very elegant establishment when it has finished improvements. W. S. McArthur, the manager, states that he will soon open a new riding school.

The District Cycle Co. received an order for thirty wheels from the Capital Bicycle Club last week. It has been busy filling other large orders and reports business excellent. It is holding "bicycle remnant days" every week on Saturday and the results have been most successful.

Cahill, of 1800 Pennsylvania Avenue, who has taken the agency for the Stearns this season, states that he has been absolutely unable to get any of the Stearns shipped to him, so pressed are they with orders. After much correspondence and telegraphing he has obtained one lady's wheel, and hopes for others as soon as they can get them out.

The Gormully & Jeffery Mfg. Co. report the sale of a bicycle this week to Mrs. Senator Henderson. Mrs. Henderson rides well, and is much interested in cycling. The riding school connected with this branch is in a flourishing condition. There is a constantly increasing membership from among the highest classes of society.

Cline's riding school on E Street is also patronized largely by society people. The chief instructor is J. J. Fister. The Swedish minister has just completed a course of instruction under Mr. Fister.

TRADE HAPPENINGS.

SAN FRANCISCO, CAL.—The Clipper Bicycle Co. has been incorporated with J. C. McBride, G. F. Hanson, F. C. Bachmuster, H. G. Stephenson, and A. J. McLode as directors. Capital stock, $21,000.

BINGHAMPTON, N. Y.—I. A. Lawson and J. J. Carr, of Auburn, N. Y., have moved their bicycle and sporting goods business to this place, and will act as local agents for the sale of the Buffalo, Envoy, Phoenix, Fleetwing, and Rochester bicycles. They will open a repairing department. Their place of business is No. 17 Ferry Street.

BINGHAMPTON, N. Y.—N. W. Waldron, bicycles, opened new store, which is among the finest in the city. He will handle the Syracuse, Rambler, Victors, Crescents, and other wheels.

CHATTANOOGA, TENN.—Harry Kirby, bicycles, has sold out to Joe Mitchell.

CHATTANOOGA, TENN.—The Kirby Cycle Co., with Harry Kirby as manager, has opened a new store at 819 Broad Street.

COURTLAND, N. Y.—William Grady, bicycles, etc., new store opened in the Wickwire Building.

PORTLAND, ME.—F. O. Bailey & Co., bicycles, opened business at 46 Exchange Street, taking the agency of the Stearns.

PLYMOUTH, WIS.—W. J. Sweet, bicycles, has opened business, taking the ageney for the Western Wheel Works.

MARINETTE, WIS.—James S. Wheeler, bicycles, has opened business, taking the agency for the Lovell Diamond.

HIGH POINT, N. C.—Beeson Hardware Co. will add bicycles. Correspondence invited with manufacturers of wheels and sundries.

ASHTABULA, OHIO.—C. H. Scrivens, bicycles, opened new store on Main Street.

BRIDGEPORT, CONN.—Moses W. Manwaring, bicycles, etc., sustained serious fire loss in burning of building, wherein was being held a military carnival.

EAST ROCHESTER, N. H.—Lafayette Young, bicycles, etc., upon whose business an attachment was recently placed, is reported missing.

ST. LOUIS, MO.—E. C. Meacham Arms Co. offering the trade a new bicycle known as the Club, No. 15.

ABERDEEN, MISS.—W. A. McMillan & Son, hardware, will take up bicycles. Correspondence invited from manufacturers.

LOCKPORT, N. Y.—Coates, Davidson & Riggs, bicycles, propose holding a bicycle fair in Music Hall in the near future.

FORT WAYNE, IND.—Gus Steger and William Gouty, bicycles, a new firm will open new store at 126 Calhoun Street.

ATHENS, TENN.—Bayless & Moody, hardware, etc., invite correspondence from manufacturers of bicycles and bicycle sundries, looking to adding a bicycle department to their business.

ALLEGHENY, PA.—James Dunlap, bicycle repairing, 10 Ohio Street, killed by gas explosion, which demolished the building.

ST. LOUIS, MO.—A. F. Shapleigh Hardware Co. has closed a contract with Morgan & Wright, of Chicago, to handle that firm's tires at factory prices.

NEW YORK.—Work on the new building of the Metropolitan Bicycle Co., at Boulevard and Sixtieth Street, is progressing rapidly under the eye of Manager Bridgeman, who is devoting his entire time to getting the business under way.

RIVERHEAD, L. I.—The Riverhead Cycle Co. has taken the agency for the Victor.

NEWBERNE, N. C.—Slover Hardware Co., 73 Middle Street, will add bicycle department. Propositions from manufacturers of bicycles and bicycle sundries are invited.

NEW YORK.—John Nuttall, 428 West Twenty-seventh Street, bicycle manufacturer, increasing capacity by the addition of new machinery, and has repairing, nickeling, and enameling departments in operation.

STEWARTSVILLE, MINN.—Demro & Kelly, hardware, succeeded by J. J. Kelly, who will take up bicycles.

SALT LAKE CITY, UTAH.—Western Hardware Co., on March 1, removed to a larger building on First South Street, and will devote the second floor, 60x125 feet, to a stock of new bicycles, and will also conduct a bicycle riding school.

DICKSON, TENN.—B. B. Miller, hardware, etc., solicits propositions from manufacturers of bicycles and bicycle sundries, looking to establishing agency.

Miss Berte Rides a Fowler.

Cycling among the theatrical profession has become quite as much of a rage as with the swell 400 of New York. Prominent among the fair professionals who ride may be named Della Fox, Lillian Langtry, Effie Ellsler, Maggie Cline, Georgia Cayvan, Queenie Vassar, Emma Pollock, Pauline Hall, and a host of others. The most recent recruit of note is none other than pretty Phyllis Berte, the young lady who has scored such decided hits in every role ever undertaken by her. It was in Hoyt's "Little Puck" that Miss Berte will be remembered best from her portrayal of "Violet." In DeWolf Hopper's company Miss Berte continued her grand success. The mount chosen by this young lady is a Fowler lady's special diamond frame, and to say that Miss Berte cuts a dash as she gracefully rides through the New York parks or upon the adjacent boulevards, is to put it very mildly. The Strugnell bloomer suit of gray sets off to advantage her well-rounded figure. Miss Berte is a Kentucky girl and a typical southern beauty. Next season she will star in a production of her own, which is now being prepared for her, in which the presence of her Fowler wheel will be necessary.

The Johnston Novelty Co., 11 and 13 West Pearl Street, Indianapolis, is out with the "Big 4 Combination Cycle Lock." The combination contains a keyless lock, a foot brake, folding coasters, and a lantern bracket.

TRADE HAPPENINGS IN GOTHAM.

NEW YORK, March 11.—The American Bicycle Co., 115 West 125th Street, has received its full lines of 1895 Smalleys and Fentons, for which it is sole New York agent. Manager Levy has also negotiated with various manufacturers who were desirous of unloading their stock and the result has been that a number of job lots have been purchased, which will be sold at from $40 and upward. A huge stock of pedals and saddles is likewise awaiting early purchasers. Manager Levy says that the motto of the American Bicycle Co. is going to be, "Nothing but bargains allowed in our stock."

The Starr Cycle Co., 38 Lexington Avenue, is making a specialty of taking in trade second-hand wheels for '95 machines. In addition to this feature the Starr Cycle Co. carry a full line of Victors, Globes, Lyndhursts, and Ariels.

James S. Henderson, 165 Greenwich Street, reports a greatly increased demand for Tribunes, a full and complete line of which he has received and is showing. The special sprocket fitted to the Tribunes has caught on in good shape.

Czars, Phoenixes, Halladay-Temple Scorchers, P. & G. specials, Envoys, and Fleetwings make up the stock of Joseph F. Baker, 1773 Broadway. An installment business is also done. Renting and repairing is one of the special departments to the store. Mr. Baker's reputation for allowing liberal amounts on old wheels in trade has become so well established that a continuous string of all descriptions of machines, some ten years old, is being brought into his store all day long. Because he offered $1 in trade for an old-time Springfield roadster recently, the owner of the wheel declared himself insulted. He expected at least $60.

H. Strugnell, the cyclists' outfitter, 310 Broadway, has almost monopolized the swell trade in ladies' cycling costumes hereabouts. Rarely a day passes but what some swell turnout drives up to the venerable wheelman's shop and unloads its precious burden of bediamonded and besilked freight (if a 400-er can be classed as freight). At all events Mr. Strugnell certainly commands the proper custom by the highly finished costumes for which he has become noted.

Last week a new riding-school was opened at Irving Place and Fifteenth Street. It is known as the Starr Cycling Academy and fills a long felt want, being located in a portion of the city which had, up to the time of this opening, been without anything of the kind.

The H. & D. Folsom Arms Co., of 314 Broadway, has scored a grand success with its $60 line of wheels, including the Dictator and Zephyr. It is also the exclusive downtown selling agent for the Monarch line.

Humber & Co., America, Ltd. is here to stay. During any given hour of the day, all the way from fifteen to thirty passersby drop in and inquire for catalogues, or carefully examine the few models in stock, the majority appearing disappointed on learning that no wheels of this year's American make will be ready for sale before March 15 or thereabouts. Meantime orders come piling in with every mail and it can safely be said that this firm will surely be away behind on the rush, even up to midsummer. Recently both the interior and exterior of the store has been entirely renovated and painted, giving the salesroom a clean cut appearance.



Things are promising with the Metropolitan Bicycling Co., which was in hopes of opening its huge riding academy at Sixtieth Street and the Boulevard on March 1. It now looks as though all would not be in readiness much before March 20. M. L. Bridgeman has control of this new venture, which will certainly eclipse the world in point of superb furnishings, etc.

Leon Johnson, "the Kentuckian, sah," will make 67 Courtland Street his headquarters until the new Waverley store at Broadway and Thirtieth Street is ready for occupancy. The Courtland Street store of the Indiana Bicycle Co. is making giant-like strides under Capt. P. S. Tunnison's management. When Manager Tunnison gets his complete stock in he will spring something on the public that will startle it.

An error was made in a note printed in a recent issue of THE BEARINGS, to the effect that W. A. Webster, of the Cycle Club of Brooklyn, had offered the Waverley people to take twenty-five Waverley at a reduced price. It should have been, "The manager of a swell cycle club, of Brooklyn, made such an offer and was refused, owing to a desire on the part of the Waverley people to defend their agents." It seems there are several stylish social clubs in Brooklyn that have formed cycle departments to their main organization and the body alluded to above is one of them.

Another store that is too small to accommodate the crowds that patronize it, is that of Maltby & Robley, 1 Park Place. Keatings, Falcons, and Maltbys are shown, but so limited are the dimensions of the place that justice can not be done to the wheels, customers, or themselves. The location, however, is superb.

Theodore F. Merseles, eastern manager of the Western Wheel Works, whose New York offices are located at 35 Barclay Street, reports a triple increase in the number of applications for Crescent agencies. "At this rate, we expect to turn out about 100,000 wheels this year," says Manager Merseles. "Last year very nearly 50,000 machines were placed, and with the large increase in applications for agencies, we feel only justified at placing the figure away up."

This speaks well for the treatment accorded Crescent agents, every one of whom agrees that the Western Wheel Works is fair, square, and honest in its dealings with its agents throughout the country.

The Gilbert & Chester Co., of Elizabeth, N. J., is making a specialty of building high-grade wheels under contract, from specifications furnished by the firm ordering. The Daisy Bell tandem, made by Gilbert & Chester will also be a strong leader in 1895. For racing purposes this machine is unsurpassed.

The Stover Bicycle Mfg. Co.'s New York store on Madison Avenue, near Fifty-ninth Street, reports an unprecedented outlook for Phoenix wheels, a complete line of which is carried. The many improvements this year over the '94 model make the Phoenix more perfect than ever, and that the present rush will continue throughout the season seems assured.

In all the rush and bustle of spring trade, W. C. Overman, in charge of the Overman Wheel Co.'s local branch, 23 Warren Street, retains that quiet air of suavity and calmness which seems to be a characteristic of the Overman family. It matters not to him, apparently, whether there be a dozen, or a dozen times a dozen customers and prospective buyers in the pretty store. Mr. Overman always speaks in the same tone, that same twinkle hovers around his sharp eyes, and his hearty handshake greets his many friends. Victors are selling splendidly, but that's an old story, and as the pleasant New York manager puts it, "Because we sell a Victor, we don't turn handsprings; and when wheels are selling at about four per hour we simply feel good, but never think of dancing a highland fling." Meantime the trade keeps on and Messrs. Walker, Woods, and the other attaches continue to hustle.

It is said that the Lyndhurst people will place a Class B team on the track this year, composed, presumably, of Royce, Grosch, and Scott. The Lyndhurst made the best showing of all wheels during '94 in the Metropolitan district, holding a majority of the New Jersey state championships and a number of other prominent wins. There will be over two dozen Lyndhurst riders in the Decoration Day road race this year.

The Wolff-American bicycles are, thanks to the everlasting perseverance of Manager Hadley, rapidly taking their place in the front ranks of high-grade machines. Full lines of the output are to be seen at 33 Barclay Street, wherein rules the grand vizier, Andy Cahill. Mr. Cahill, who also manages the United States Tire Co. in this same place, states that the United States tires are "catching on" nicely.

Combination bicycles and tricycles are rapidly gaining in public approbation, judging from the large number of callers at the Broadway store of the Cyclone Combination Cycle Co., of Jamestown, N. Y. The Dorsetts combine the use of hand and foot power, and were one of the features of the recent cycle show held here.

The new downtown store of the Bidwell-Tinkham Cycle Co., at 20 Warren Street, is under the management of James Josephi, formerly with the Peerless Mfg. Co., of Cleveland. Although the space is shared by some other concern, enough room has been secured by the cycle people to enable them to show the complete line of Stearns and Tourists to good advantage. The Tourist lists at from $70 to $75 and is fully equal in appearance and finish to any higher-priced wheel on the market.

Nichols & Anderson, 2287 Seventh Avenue, have taken the uptown New York agency for the Pennsylvania Mutual Bicycle Insurance Co., of Philadelphia. This company agrees to repair damaged bicycles, repair punctured tires, replace your machine if ruined by accident or stolen, all at the low rate of $6 per year. Benjamin Shane, of 275 Broadway, this city, is the general New York manager.

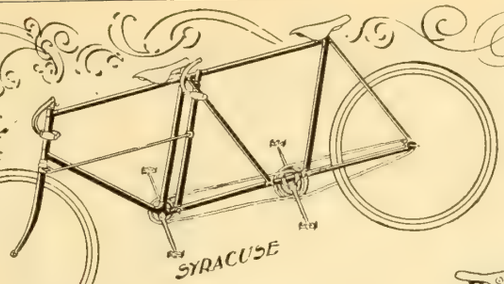
W. C. Hodgkins & Co., 300 Broadway, have placed on the market an $85 bicycle, known as the Hodgkins Special. It is truly a beautiful wheel, built almost exactly on Humber lines. It has a 5½-inch tread, 24-inch frame, weighs 22 pounds, has large balls throughout, large tubing, and is fully guaranteed by W. C. Hodgkins & Co., of which W. H. Webster is bicycle manager. This concern also handle Unions and Crawfords, Mr. Webster declaring that business in both lines has been so heavy that notwithstanding the receipt of shipments daily, they must be reshipped on receipt, simply owing to accumulated orders. "If the public," said Mr. Webster, "would only just go to sleep and forget how good a wheel the Union is, and remain that way long enough for us to catch up, we would gladly welcome it again. But now the outlook is certainly alarming. Can the firm supply the demand for Unions?" and the genial bicycle manager dropped into a reflective mood long enough to hum "Crackajacks ride Unions" to the tune of "Swim out O'Grady." Evidently Unions will be strictly in it this year

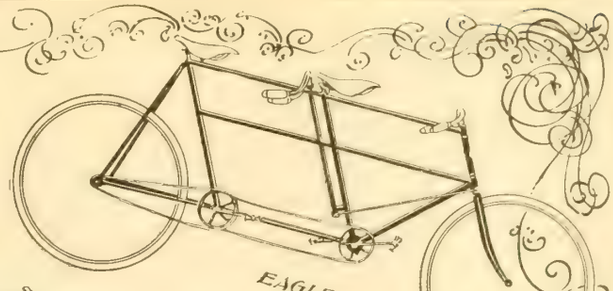
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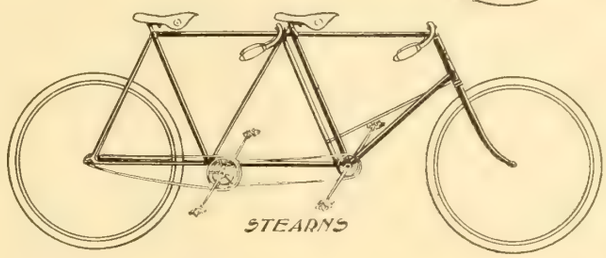
THAT'S ENOUGH.

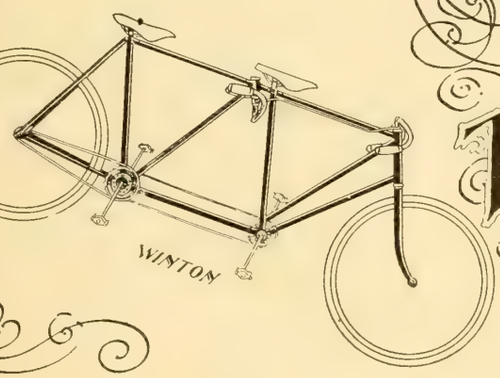
What is it, and who are we? This is an advertisement and to all persons writing us within five days from the date of the issuance of this paper, stating what this word means and is applied to, we will send a piece of the celebrated velvet molasses candy. This is no joke. The paper in which this appears will guarantee the fulfillment of this agreement. Remember, we must be in receipt of your communication within five days from the date of the issuance of this journal.

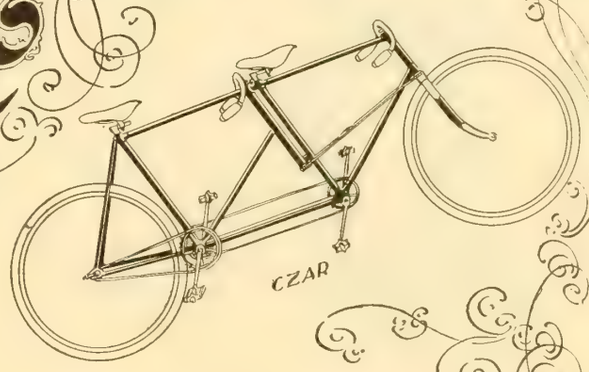
Some 1895 Tandems

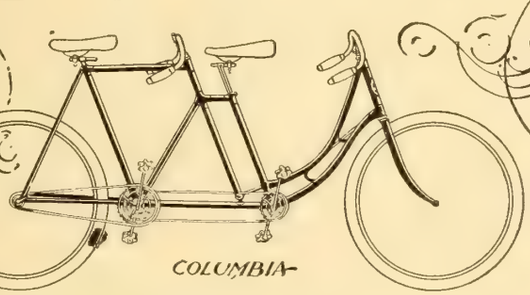

SYRACUSE

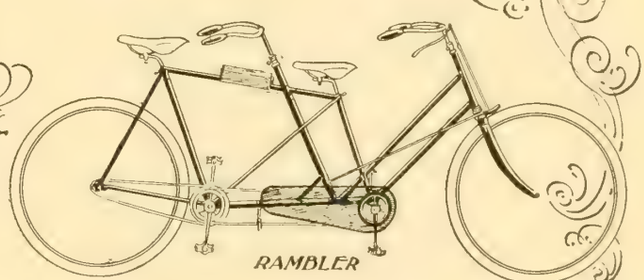

EAGLE

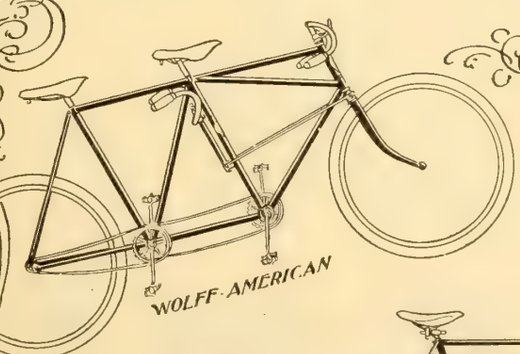

STEARNS

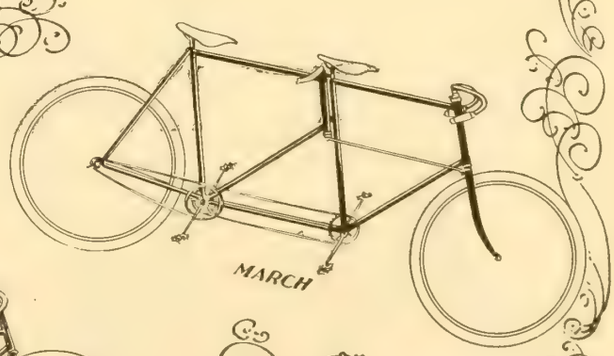

WINTON

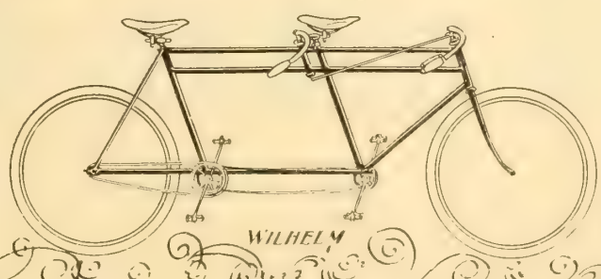

CZAR


COLUMBIA


RAMBLER


WOLFF-AMERICAN


MARCH


WILHELM

PEERLESS

TRADE MARK



Riders Get There!

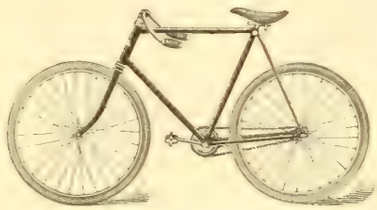
Agents Make Money!!

Write Us and Find Out WHY.

Briefly:

Better Buy a Bicycle Built for Business!

WE BUILD 'EM!



THERE'S A RAKISH MOUNT FOR YOU!

...FOLLOW OUR POINTS...

INSTANTLY ADJUSTABLE HANDLE BAR
Can be adjusted from saddle; no wrench required, any position; no clumsy attachments.

DETACHABLE TANGENTIAL FLANGED SPROCKETS
Simple and strong, with direct pull on the chain that never fails. The flanged edges take all the drag of the chain and save ten per cent of the friction and—most important—wear.

ZIMMERMAN USES NO OTHER SPROCKET
in racing. These sprockets, together with the crank, can be taken off and replaced in two minutes.

COMBINED HANDLE BAR CLAMP AND LOCK NUT
Does away with two adjustments.

NEW SEAT POST DEVICE
Never equaled. Your saddle post can be tightened with the fingers.

DETACHABLE BRAKE FIXTURES
Entirely and instantly removable.

HUMBER CRANK BRACKET
With our patent duplex forged steel axle. Absolutely dust proof.

NARROW TREAD.

DOUBLE FORK CROWN.

LARGE TUBING AND FINE LINES.

ANY TIRES OR SADDLES FURNISHED.

DESIGN, CONSTRUCTION, AND FINISH SUPERB.

Do You Wonder That We Get There?

SEE THAT NAME: **Peerless** *"Just a Little Better Than the Best."*

THE PEERLESS—Model G, Light Roadster - - 21 lbs.
THE PEERLESS—Model BB, Track Racer, - - 17 lbs.
THE PEERLESS—Model K, Ladies', - - - 24 lbs.
THE TRIANGLE—Model H, Roadster, - - 24 lbs.

NOTE—All Peerless Bicycles Have Blue Rims.



THE PEERLESS MFG. CO.

CLEVELAND, OHIO.

KANSAS CITY'S PROMISING OUTLOOK.

KANSAS CITY, MO., March 9.—A thorough canvass of the cycle agencies of this city, and a careful survey of the situation, would force the most conservative to admit that the trade prospects for 1895 are decidedly good. The early spring, when the club men are getting their new mounts, is always more or less promising to the sanguine dealer; but this year the conditions are far more favorable than ever before. Just now, not only the club men but everybody, figuratively speaking, is talking wheel. Then the trade is in good hands, all old timers. There is but one new face in the business and if there are any sidewalk agents their identity can not be discovered. A large number of sales have already been made, mostly of the highest grade machines, and several agents complain of the tardiness of makers in furnishing machines. Regarding prices, the $100 standard can and will be generally maintained for the product of the most celebrated manufacturers; but it is difficult to see how wheels of smaller and less known makers can successfully compete at full list.

The sensation of the week is the announcement of a large department house to the effect that it has bought 250 wheels, the best it could find and the highest possible grade, which it will sell "at a drygoods profit" for $50. The machine is called the Tuxedo, weighs 27 pounds, is nicely finished, and probably worth the amount asked for it.

C. H. Rebenscheid & Son have moved into larger quarters. They retain the Stearns agency. The Gendron and Norwood are also carried.

The H. J. Brunner Hardware Co. again has the Rambler family. Also the Winton, Overland, and cheaper grades.

The American Bicycle Co. makes a leader of the Peerless and sells also the Smalley, Queen City, and Pierce lines.

The Aladdin Cycle Co. has moved into a new store on Delaware street near Sixth. Its line comprises the Remington, Czar, Halladay-Temple, and Aladdin. It recently sold a Czar tandem and carries the double machine in stock regularly.

Clark Bros. continue with the Cleveland for the third season. "Swell Specials" can not be obtained as fast as they are sold. The Crescent line is exclusively represented by this firm.

J. F. Schmelyer & Sons have the Columbia for the fourth season. While the Midland Cycle Co. handles the Falcon line and the Thistle.

E. W. Walker & Stutz Co. are general western agents of the Ariel, Titania, and the Goshen line of second grades.

The Avery Planter Co. is a jobber of the Sterling, Union, Avery, Freeman, and lower grades. All the above are retailed by W. W. Egnew, at Ninth and Walnut streets, who has a commodious store and repair shop.

The Kansas City Bicycle Co., the pioneer house of this section, retains the Ide, also the Wilhelm and medium grades. Emery, Bird, Thayer & Co. have the Tuxedo at $50.

WORKED A NEW SCHEME.

BARDSTOWN, KY., March 1.—On Monday, February 18, a young man of about nineteen or twenty years of age appeared at the bicycle establishment of Sisco & Co., of this place, and asked to see some wheels. Will Rosenham, having been frozen up for so long a spell of winter, immediately began to thaw, and took the young man into his confidence, or rather the young man took him into his confidence. He began by saying that he lived in Iowa, and had ridden a cushion tire, and wished to purchase a wheel to ride home. As he had but $61, he claimed that it would be more profitable to wheel it out there than to spend all of his money on the cars.

Though it is not the custom of Sisco & Co. "to lend wheels," the modest bearing of the young man and the eagerness of Rosenham to sell he got the privilege of seeing how nicely a wheel would slip along on the ice. As Rosenham stood on the curb watching his wheel he was agreeably disappointed. The young man returned, but with the desire to try one of the pneumatics as he had never had that delightful experience. He had been so honest and so green as to ask what "them coasters was for," that he was also allowed the privilege of trying the pneumatic. But as Rosenham stood admiring the wonderful aptness of a "green one" to ride, the outline of the man and that of his wheel began to grow beautifully less and less. It suddenly dawned upon the enterprising salesman that the man was gone and his wheel too. His beaming countenance suddenly became very long and sad. He turned his steps in the direction of help and sympathy. With B. S. Sisco he gave pursuit in a buggy, and finally overtook his "trusted friend" after a chase of twelve miles. The roads were so slippery that the thief could not make any time.

Since his incarceration a telegram has been received, stating that he was wanted in Ohio for working the same game, under the name of Will Martin. His real name seems to be Chester Wilson. He was given a preliminary trial before the county court and bound over in the sum of $300. Not being able to give bail he was remanded to jail, to await the next term of the circuit court, which convenes in May. It is understood that a large reward has been offered for him also in Iowa.

RECENT PATENTS.

534,326. Bicycle saddle; Arthur L. Garford, Elyria, Ohio. Filed March 8, 1894

534,410. Machine for bending chain links; John Stubbe, Pittsburg, assignor to the Baker Chain & Wagon Iron Manufacturing Co., Allegheny, Pa. Filed May 18, 1893.

534,597. Tire-tightener; George W. Demaree, Hervey O. Smith, and John W. Ditmars, Whiteland, Ind. Filed September 29, 1894.

534,537. Bicycle; Elbert D. Williams, Colorado, Tex. Filed November 2, 1894.

534,574. Ice velocipede; Paul J. Parsons and Alexander N. Jones, Philadelphia, Pa. Filed April 30, 1894.

534,599. Pneumatic tire; Clarence B. Bowling, Burr Oak, Mich., assignor to B. S. Bowling and Sarah A. Bowling, same place. Filed October 26, 1893.

534,606. Tire; Edward E. Horton, Toronto, Canada. Filed November 14, 1894.

534,619. Method of and apparatus for constructing pneumatic tires for bicycles; A. B. Shaw, Medford, Mass , assignor to the Self-Sealing Bicycle Tire Co., Portland, Me. Filed March 15, 1894.

534,680. Bicycle; Frank H. Bolte, Milwaukee, Wis., assignor by mesne assignments to the Telegram Cycle Mfg. Co., same place. Filed September 15, 1893.

534,759. Pneumatic wheel tire; Anthony Pulbrook, London, England. Filed June 19, 1894. Patented in Belgium.

534,762. Pneumatic tire; Robert P. Scott, Cadiz, Ohio. Filed January 7, 1895.

534,767. Polishing or lapping machine; Charles W. Sponsel, Hartford, Conn., assignor to the Pope Mfg. Co., same place and Portland, Me. Filed November 24, 1894.

534,792. Process of manufacturing tires or other rubber goods; Frederick W. Hardwick, Passaic, N. J., assignor to the New York Belting & Packing Co., Ltd., of Great Britain. Filed June 1, 1893.

534,838. Attachment for pedals; Michael W. Mullen, Pittsburg, Pa. Filed August 30, 1894.

534,846. Supporting-clip for brake-arms of bicycles; Frederick J. Stimson, New York. Filed June 15, 1894.

534,867. Pneumatic tire; John B. Dunlop and John B. Dunlop, Jr., Dublin, Ireland. Filed July 10, 1894.

534,934. Bicycle lantern bracket; John C. Wells, East Hampton. Conn. Filed April 10, 1894.

DO CYCLE PAPERS GET AUTHENTIC REPORTS?

It may be observed that there are cycle papers and cycle papers. Some of them print fresh news each week and some get beaten in the race. It may be a matter of information to some of our readers to know that it requires no small expenditure of capital during a year to insure the early arrival of correct news items in acceptable form. It may appear to the casual reader that such items could readily be secured at a trifling cost. It is, however, absolutely necessary to employ *regular correspondents* in order to insure a perfect "story" comprising all of the important bicycle news from each of the large cities which have become recognized as cycling centers. It will not do to have some half disinterested party who will from time to time send in vague accounts relating to matters of personal interest only; but *paid correspondents*, educated writers who can sift the chaff from the wheat and send in "copy" that will be of general interest to all readers of the publication.

Does THE BEARINGS have such correspondents? One could hardly read their New York, Boston, San Francisco, St. Louis, or Cincinnati letters without realizing that these reports represent

Conscientious and Legitimate News Gathering.

No better illustration of this can be found than by referring to the March 1 issue of THE BEARINGS. In the San Francisco Cycle Show report we read: "Eagle and Essex bicycles are shown by Perkins & Walker. The Eagle is a new wheel in this city and the aluminum rims are a taking novelty. A large stuffed eagle with wings spread, mounted upon an oak pedestal, attracted much attention at the show."

The Washington birthday report from Boston in the same issue says: "The Eagle Bicycle Co.'s branch on Portland Street, where smiling Carle Cubberly keeps watch and ward over the aluminum rims, was crowded all day. Carle was in attendance, of course, and showed to his visitors for the first time his spacious repairing department in the basement, presided over by Superintendent Merritt. It was a very interesting feature of the display."

A BEARINGS' reporter visiting the Chicago trade states on the next page: "The first call was made at the Woodrough & Hanchett Co.'s store on Lake Street. Manager Duffett was quite busy and said that the bicycle business promised to very large this year.

"The Eagle is Catching on Wonderfully

and Mr. Duffett feels assured that every one is beginning to think 'not how cheap but how good.' The Woodrough & Hanchett Co. has taken orders for thirty tandems in its territory, about ten of them being placed in Chicago. Frank Osmun will represent the Eagle on the path this summer."

Still further along we find that the report from the Poorman Cycle Show, Cincinnati, mentions the Eagle Bicycle Mfg. Co. as being represented there and showing new models.

Thus *in one issue* we find correct detailed reports from several large cycling centers (San Francisco, Boston, Chicago, and Cincinnati), in each of which Eagle bicycles are prominently mentioned. This, of course, is but one of many such instances, but is it not an excellent illustration of how thoroughly a cycle journal as well as a bicycle manufacturer covers the United States from end to end, spending time and money in an up-to-date hustle for business. * * *

Agency Wanted—Good Location.

We have a splendid location for the display and selling of some good wheel, and wish to hear from some good manufacturer not represented in Chicago who is willing to establish an agency. Have a nice store and plenty of room in connection with the harness business. Correspondence solicited. E. H. BOSLER & Co., 246 Wabash Ave.

The G. M. Shirk Mfg. Co. will open a branch store at 30 Warren Street New York, also one at 905 Market Street, Philadelphia. J. P. Clarke, of Washington, D. C., will shortly start on a trip through the south in the interest of the Shirk and Chicago.

Alexander H. Revell & Co., of Chicago, have taken the agency for the Tribune for Chicago for '95.

...THE...

Arrow, Rex, and Climax Tires Are Full of Life!

THEY GIVE EXCELLENT SATISFACTION! THERE ARE NO COMPLAINTS!

This, by the way, reminds us of an anecdote. "What was the complaint," asked the dropper in at the funeral, having reference to the deceased. "Oh, no complaint," was the reply; "everybody satisfied."

ATTRACTIVE CATALOGUES FREE.

THE EASTERN RUBBER MFG. CO., TRENTON, N. J., U. S. A.

Mention The Bearings

Points of Perfection

Contained in **ANDRAE** cycles are fully explained in our new Catalogue. We might mention among these points of perfection that are sure to interest you the Detachable Steering Head cases and frame and fork reinforcements.

You can dig into

Andrae Cycles...

all you like. You won't unearth a skeleton; you will find considerable meat on the bone.

Julius Andrae & Sons Co.

MILWAUKEE, WIS., U. S. A.

If you are actively interested in the sale of Cycles

send us your request with business card and we will send our new catalogue of

Sunbeam Cycles

—AND—

Cycle Sundries

Prices---$40---$50---$60 and $75.

Julius Andrae & Sons Co.

MILWAUKEE, WIS., U. S. A.

MENTION THE BEARINGS.

ANOTHER LETTER FROM MR. GORMULLY.

R. Philip Gormully, of the Gormully & Jeffery Mfg. Co., is devoting considerable attention to cycle shows. He has written one letter to the press on the subject and this week comes out with another on the same subject. He holds that while the manufacturer may not derive immediate returns from shows, yet he benefits in the long run. Says he:

Nearly all the cities in the union, through the press, have felt the benefit of such great advertisements, and the sport of cycling has thus been promoted. There is no question in my mind of the benefit of one or two great cycle shows, and it would appear to me to be the interest of the whole trade to help make such shows a great success. It is a well-known fact that great public interest centers in the bicycle shows, that the public willingly pay for admittance to such shows and are intensely interested in the goods displayed. Some have remarked that this public interest will die out. I do not believe it. I believe that the interest will increase year by year, and that each succeeding show will be greater than its predecessor. This fact has been exemplified in England, where for years they have held Stanley shows, but later they added still another show—the manufacturers' show—both in London and within a month of each other, and each year shows a large and increased attendance, and as I understand, this year they have not only held the two great shows, but have also held other shows in various cities in England, after the shows in London, and all were well patronized.

I believe also that local shows are good, that is, that agents in large cities where the national shows are not held, can arrange for local shows, for one or two, or three days. This can be done without cost to the manufacturers, practically, the local agents running the show, receiving their models for the present year, which they show and which will be sold.

For years it has been the custom to have what they call an "opening day" in Boston, on Washington's birthday. There is no reason why all other cities of a like class can not follow these examples.

I might suggest that instead of holding individual shows, as they have done in these cases, that the agents should join together, rent a hall, make a fine exhibition of the goods they have on hand, not necessarily an expensive one, fitting it up quite plainly and cheaply, yet tastily, having a band of music, make it seem attractive, possibly have some slight performance on the stage to interest the public and charge an admission; and I am certain that if such shows should be held in the majority of cities of the United States, they would not only increase the business of the locality, but that the amount received in admissions would be enough to defray all expenses, or pretty nearly so.

These shows would be absolutely retail; that is, for the public only. The national shows will, of course, naturally draw people from all parts of the country, especially dealers and agents, where they can get ideas as to what they would like to show at their own local show. These shows would be educational in every way, and I think it would be well for agents in all cities to think this matter over. I have already written to the trade giving my views on local boards of trade, many of which are already being formed throughout the country for the general protection and management of the business, and they could incorporate this show business into such boards of trade, and such meetings would have the effect of bringing the local dealers together constantly, and a better spirit would exist than does at present in many towns, and the pernicious habit of price-cutting and other disagreeable things now known to exist would soon disappear.

Board of Trade's Headquarters.

The executive committee of the National Cycle Board of Trade has completed arrangements and opened an office in New York as the permanent headquarters of the corporation. A suite of rooms has been rented in the Vanderbilt Building (rooms 219 and 220), corner of Beekman and Nassau Streets, and the offices are equipped upon an efficient working basis. A large room has been secured, well adapted for holding board meetings, committee meetings, and conferences with other societies, and is fully provided with all the conveniences for the board of directors. In another room, where the assistant secretary, E. R. Franks, will always be in attendance, will be found a stenographer, typewriter, files, etc. With a view to regularity and continuity of action, President A. G. Spalding has suggested to the members of the corporation that they perform all their transactions, make all their reports, and issue their official communications through the home office.

Reinforcements.

The points of greatest strain upon the tubular parts of a cycle are at the intersection of frame and at tops of forksides where they join onto crown, not only from the fact of the abrupt leaving off of forgings, but also owing to there being more or less life of the tube destroyed by heat in brazing at these points. We show a cut of one of the lightest, neatest, and most effective reinforcements for tops of forksides, just being put on the market by the Manufacturers' & Merchants' Warehouse Co., Chicago. It also has reinforcement of the same principle in round form for one-inch tubing.



To Teachers and Others.

For the meeting of the National Educational Association at Denver, Colo., in July next, the western trunk lines have named a rate of one standard fare, plus $2 for the round trip. Variable routes will be permitted. Special side trips at reduced rates will be arranged for from Denver to all the principal points of interest throughout Colorado, and those desiring to extend the trip to California, Oregon, and Washington will be accommodated at satisfactory rates. Teachers and others that desire, or intend attending this meeting or of making a western trip this summer, will find this their opportunity. The Chicago, Milwaukee & St. Paul Railway (first-class in every respect) will run through cars Chicago to Denver. For full particulars, write to or call on GEO. H. HEAFFORD, General Passenger and Ticket Agent, Chicago, Ill. * * *

"Zimmerman Abroad and Points on Training," by J. M. Erwin and A. A. Zimmerman, will be ready for distribution about April 1. On sale by newsdealers and at all cycling headquarters. Sent postpaid on receipt of 50 cents directed to J. M. Erwin, Room 906, 218 La Salle Street, Chicago.* *



QUAKERS BUYING WHEELS.

PHILADELPHIA, PA., March 10.—The spring season has begun in earnest, and without exception the local dealers may well feel satisfied with the business they are doing and the prospects before them. The number of new riders this year is unusually large and together with the old riders, a larger number of whom than ever before are securing new mounts, will in all probabilities give the dealers the largest business they have ever had. Second hand wheels are also being bought at a lively rate, but owing to the large number that have been forced on the dealers they do not bring very high prices. These wheels are of styles of from one to twelve years ago and among the various collections can be seen some very ancient and lumbersome vehicles.

Since the recent alterations to their store Charles S. Smith & Co. have greatly increased their business at Tenth and Arch streets, and are now one of the busiest firms in "Cycle Alley." Ramblers and Stormers are the wheels handled, and they are being bought just as quick as they can be gotten out of the crates.

Hill & Lyster, of Tenth and Walnut streets, who recently took the Orient agency, have fitted their store in excellent style, and are prepared for an extensive trade. The wheel will be pushed in this city this season, and will undoubtedly secure scores of new riders.

Howard Tuttle, the Chicago racing man and traveling representative of E. C. Stearns & Co., was in the city Friday and Saturday paying a visit to the local agency. He said the firm was well pleased with the business done here thus far this year. Tuttle will be seen on the racing path this year.

A PRIZE WORTH WINNING.

In view of the creation of a "City of Paris" prize of 25,000 francs ($5,000) for international bicycle races, the amount proposed to be taken from the reserve of the 1895 budget is 15,000 francs under the following conditions: Fifteen thousand francs to be put to the disposition of the manufacturer, who desires to organize a grand international bicycle race, who will furnish 10,000 francs ($2,000) to complete the 25,000 francs. The rules of the race and the division of the prizes to be such that the winner will receive 15,000 francs, 3,000 francs to the second, 2,000 francs to the third, and 1,000 francs to the cycling journal which has the most complete report of the race, using the French language exclusively; that 4,000 francs ($800) be divided pro rata among the French workmen employed in the shop where the winning machine is manufactured provided that this factory is in France, managed by a Frenchman, and the machine ridden by a Frenchman.

The proposition provides for the case where the winner may be a foreigner riding a foreign machine. In this case nothing is changed for the winner; he pockets $3,000 whether he is a Frenchman or a foreigner; but if the machine is foreign then the 4,000 francs that is destined for the workmen will be reserved for the following year or until the conditions are realized, the sum to be invested in Paris city bonds.

PART OF THE IDE LINE.



Ide Racer.



Ladies' Ide.



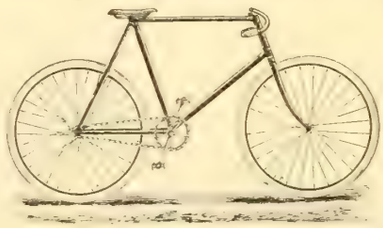
Ide Special.

Chicago Stenographer Wanted.

A Chicago stenographer and Remington operator, familiar with cycling and capable of handling a comparatively simple line of correspondence without dictation, is wanted for a permanent position by a Chicago firm. Address fully, in confidence, STEADFAST, care THE BEARINGS. * * *

Syracuse Red Birds

THE CHOICE OF THE SPEEDIEST RACING MEN IN AMERICA.



SYRACUSE RACER.
WEIGHT, 15 LBS. PRICE, $125.

Other machines might be painted red without an increase in efficiency. A rider feels himself

Invincible on a Crimson Rim

like a jockey on a laureled racer, and confidence in the steed is often a prediction of triumph.

...KEEP YOUR EYE ON THE CRIMSON RIMS...

Send for Catalogue...

Northwestern Agents Farwell, Ozmun, Kirk & Co., St. Paul, Minn.

EQUILIBRIUM OF THE BICYCLE.

For those who are not initiated in the pleasures of cycling, balancing on a bicycle seems to them to be a problem. They do not take into account the power of the forces that act upon the passing wheelman; and they do not believe in the stability of the bicycle and think it a neck-breaker. The greater number of wheelmen do not understand the laws of equilibrium as applied to the bicycle, says a French exchange. It is the involuntary movements of the wheelmen, obtained by practice, that enable them to maintain their balance on the machine. A knowledge of the laws that regulate balancing may be useful to the cyclist.

They consist of a physical force and a mechanical phenomenon. The mechanical force acts upon the base of support of the bicycle, a line which joins the points

Where the Wheels Touch the Ground.

Just imagine for a moment that the bicycle is represented by a board with one end upon the ground with a man astride the other end. If the perpendicular falling from the center of gravity toward the earth passes through the line of contact of the board with the ground all is well; the man and board remain in equilibrium. But the least motion displacing the perpendicular and the board falls following a curve, at first very slowly, and then faster. If now, while the board inclines slowly toward the left, for example, the base of the support is changed toward the left also, the balance is re-established. Precisely the same thing is produced by the bicycle. Here the intersection of the board and the ground is the line connecting the supporting points of the two wheels.

The cyclist, feeling that he is falling to the left, instinctively turns the handles to the left and the front wheel turns in the same direction, then his point of support and the line connecting it to the supporting point of the rear wheel and the

Center of Gravity is Brought Under the Rider

and it will even go beyond and cause a falling movement toward the right which saves the machine and rider. It is this motion which facilitates the stability of the bicycle.

The time necessary for the wheelman to bring the base of support under him varies according to the length of this base. In fact, the arc of the circle described by the supporting point of the front wheel will be as much greater as the base which forms the radius of the circle is longer; as the time used to run over this arc becomes longer, the gravity (or falling force) acts for a longer time, which necessitates a still greater arc. That is why bicycles with a long base are less stable than those with a short one.

One important element of stability is the centrifugal force. Some engineers do not take this force into consideration. It, however, has much influence upon the

Equilibrium of the Bicycle.

We have seen that the rider displaces the front wheel to keep his balance. But as the rear wheel follows when the bicycle goes ahead, it, with the rider, describes an arc of the circle, and the centrifugal force is exercised upon all parts in contact with the ground and only pushes the upper parts according to their distance from the base. The centrifugal force then tends to straighten the rider that gravity inclines. The rider on a geared ordinary is much higher than upon a safety; the effect of this force is more strongly felt and is the cause of the greater stability of this machine, and we can deduce from the above that if the saddle is raised in winter and the wheels brought nearer together the machine will be much steadier. The laws of equilibrium are very simple and a knowledge of them will bring greater comfort and security.

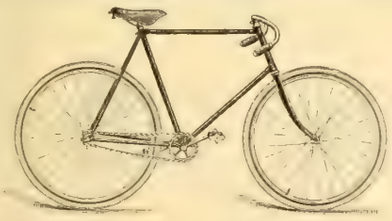
'Twas a Good Test.



The accompanying cut is a reproduction of a photograph taken on January 23, 1895, and represents a most trying test. On the above date Charles A. Chambers, of Red Bank, N. J., rode a 21½ pound Stearns Special across the railroad bridge over the Shrewsbury, a distance of more than three-fourths of a mile. He rode between the rails, and experienced no difficulty of any kind. His weight is 140 pounds and the ties are 6½ inches apart. A pretty good test of excellence, wasn't it.

The *California Turf* in writing of the recent show at 'Frisco says: "The exhibits made by the leading bicycle manufacturers, over thirty in number, were a pronounced feature of the show. The Halladay-Scorcher, of which O. S. Potter, 48 Fremont Street, is the coast agent, had quite a crowd examining its merits. It is a high-grade bicycle that for general purposes is destined to take a foremost position in the line of nineteenth century machines."

Miss Londonderry arrived in Egypt the latter part of January en route for Yokohama. She traveled third-class, the steamship company making a reduction of 50 per cent in her favor.



FINE WORK TELLS.

The bearings and running gear of a bicycle is its most vital part. Nickel and enamel will not make a wheel run easy.

EXAMINE THE BEARINGS OF A

TRIBUNE

and you will see why Tribunes excel; also examine the

Cycloidal Sprocket

and you will understand why they run so easy. If you desire the perfection of mechanical skill

Buy a TRIBUNE.

SEND FOR CATALOGUE.

Chicago Agents:
ALEXANDER H. REVELL & CO.,
Cor. Wabash Ave. and Adams St.

THE BLACK MFG. CO., Erie, Pa.

The First Ride of the Season.



First and Always Ride a Crescent.

Our Seven Models for Ladies and Girls, Men and Boys, make the Best and Most Complete Line of Bicycles on the market. Money cannot buy better Wheels than

Crescent Bicycles.

They are made of the finest material obtainable, and skilled labor is employed in their construction.

Newest Designs, Perfect in Every Detail, Strictly High Grade, Fully Guaranteed.

Men's and Ladies', $75.00 Youths' and Misses', $50.00 Boys' and Girls', $40.00

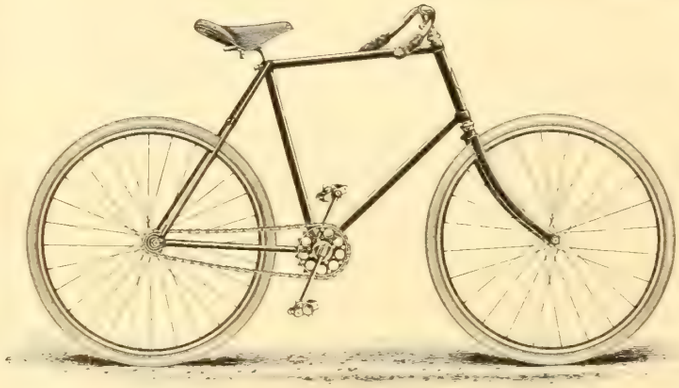
CRESCENT SCORCHER, 20 lbs., $90.00.

Reliable Agents Wanted where we are not now Represented. Catalogue Free.

Factory, Chicago, Ill. WESTERN WHEEL WORKS. Eastern Branch, 35 Barclay St., N. Y.

THORSEN & CASSADY Co

SOLE AGENTS



VICTOR

BICYCLES

IN ILLINOIS, WISCONSIN, AND IOWA.

ALSO

REMINGTON, STEARNS, LOVELL DIAMOND,

AND

WABASH BICYCLES.

NAMED THE OFFICIALS.

The Associated Cycling Clubs, of Chicago, met in the Old Colony Building last Tuesday evening and worked on the details of the Decoration Day road race. Committees were appointed and officials named: Thomas F. Sheridan will again act as referee, while Dr. P. L. Clark will send the men on their nineteen-mile journey. H. E. Raymond, Frank Fanning, G. G. Greenberg, C. E. Randall, and A. J. Marrett will act as judges. The timers will be: M. A. Hosford, F. W. Morgan, J. O. Blake, A. F. Harner, and J. M. Erwin. Harvey L. Pound will act as clerk of the course.

H. M. Gardiner resigned the position of secretary owing to pressure of business, and Dr. Clark was elected to fill the office.

Then Dr. Clark explained the bill that is before the Illinois Legislature. It seems that the city council was unable to act on the ordinance to license repair men until empowered to do so by the state, so that it was necessary to have a bill pass the legislature putting bicycle dealers and repair men under police supervision. Letters were sent to members of the legislature asking them if they would introduce the bill. One of them took the matfer up at once without consulting the A. C. C. and introduced a bill in which the cycle manufacturers were included with the repair men and dealers. This is the bill that Mr. Gormully heard of and about which he wrote a long letter to the press. The committee in charge of the ordinance will see that the mistake is corrected and that the manufacturers are not included in the bill.

Chicago's Swell Club.

Chicago is following in the footsteps of her rival, New York, and she now has a second Michaux Cycle Club, according to the *Tribune*. The name has not yet been selected, but a committee of three is now wrestling with the problem. The club is made up of prominent North Side society people and when it once gets on its feet it will cut a swell. Besides having a clubhouse on Pine Street, it will have a smaller one seven or eight miles out on Sheridan Drive, where the members can stop on their runs and refresh the inner man. Bryan Lathrop is the president of the new club and J. W. Scott, the publisher of the *Times-Herald*, is vice-president. The other officers are: secretary and treasurer, Victor Elting; captain, Frank Remington.

Among the fashionable people who ride bicycles and who will probably be members of the club are: Mr. and Mrs. Arthur Ely, Mr. and Mrs. George Willits, Mr. and Mrs. Stuyvesant LeRoy, Mr. and Mrs. Bertram Winston, Dr. and Mrs. Henry Harper, Mr. and Mrs. McAvoy, Mrs. McBirney, Mrs. Heaton Owsley, Mrs. S. H. Graves, Mrs. Stuyvesant Peabody, Miss Lulu Hosmer, Miss Alice Hosmer, Miss Annie Day, Miss Carrie McCormick, Miss Etta McCormick. Miss Elsie McCormick, Miss Annie Walker, Miss Willing, J. W. Scott, Bryan Lathrop, Hall McCormick, Franklin Remington, Will Odell, George Sheahan, Mr. Lamport, Mr. Janney, Mr. Bishop, Victor Elting, Albert Erskine, and Mr. LeMoyne.

THE ONTARIO.

The C. B. Rice Co., of Oswega, N. Y., has something extra fine in the wheel line. The Ontario ranges in weights from 14 to 23 pounds. The



reinforcements are something new, allowing a reduction of weight from 1½ to 2 pounds on each wheel. The racer and special list at $125, all other models, $100.

Revell will Handle the Munger.

"Birdie" Munger paid a flying visit to Chicago last Wednesday, and closed with A. H. Revell & Co. to handle his wheel. The big furniture house will push the Munger and make it a leader.

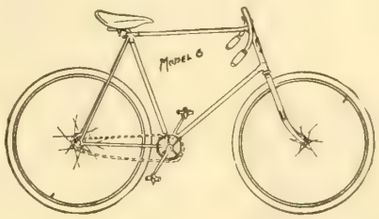
A. G. Spalding & Bros. opened their new riding school in Chicago last Monday. The opening was a sort of society affair, a number of Chicago's 400 being in attendance. The riding school is one of the finest in the west. The floor is perfectly smooth, the school is perfectly lighted with incandescent lights, the posts are well padded, while the accommodations for the patrons are of the finest.

"Size 'Em Up"

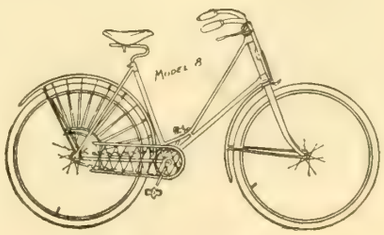
That's what we would be pleased to have you do.

Of course
the illustrations
only show the "fetching" lines of the wheels, but if you are sufficiently interested—as we hope you will be—we should be very pleased to tell you all about them—our prices to the trade among other things.

Will you accord us the opportunity?



22 1-2 lbs. $75.



25 lbs. $75.

They are both presentments of the Elmore bicycles.

The Ixions ($65) are worthy companions.

We will sell both and have room for energetic agents.

EDWIN OLIVER & CO.,

21 Park Row, NEW YORK.

THE TRACY WELLS CO., Columbus, O., General Agents for Ohio.
THE SUPPLEE HDW. CO., Philadelphia, Pa., General Agents for Pennsylvania, S. New Jersey, and Delaware.

Mention The Bearings

TRADE ITEMS.

W. C. Brewer has resigned from the Yost Mfg. Co. He sailed for Europe last week.

Louis A. Callaban has signed with E. C. Stearns & Co. to ride the Stearns during the coming season.

Ex-Governor Osborn, of Wyoming, has purchased a '95 Ariel from John W. Schunneman, the Ariel agent at Cheyenne.

E. H. Wilcox writes that Humber business is booming and that before the end of 1895 Humbers will be the sensation of the year.

The catalogue of the John P. Lovell Arms Co. is filled with pleasant bits of country landscapes that make one wish that summer was here.

Morgan & Wright's '95 catalogue discloses the fact that their racing tires are listed at a higher price than any other track tire on the market. The price is $25 a pair.

The catalogue of the Hoffman Bicycle Co., of Cleveland, O., is a very tasty production. This young firm has made a great reputation which it fully intends to sustain this year.

"The Lodge & Davis Machine Tool Co., of Cincinnati, O., is mailing to the trade its 1895 scratch pad, which will doubtless prove "something handy" to him who scratches much.

Hibbard, Spencer, Bartlett & Co. have issued the second edition of their bicycle catalogue. The front cover represents Ajax, on a wheel defying the lightning. It is gotten up in the poster style.

Last week THE BEARINGS stated that the Sterner Special is a medium-grade wheel. Mr. Sterner writes us that we are in error; the wheel is a high-grade machine in every respect, the best of material being used in its construction.

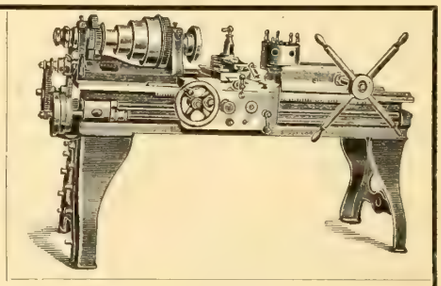
A. G. Spalding & Bros. are late in issuing their '95 catalogue. An advance copy was received last week. The makers of the Spalding devote a good deal of space to their racing team, but do not forget to tell of all the fine points of their excellent wheel.

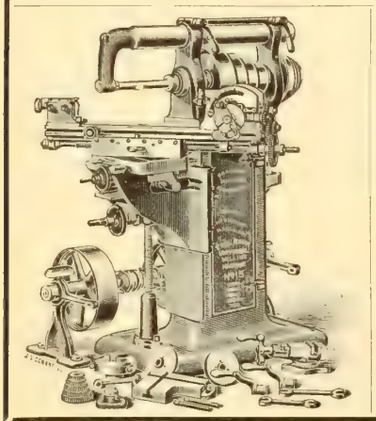
R. Philip Gormully has a dog which the Racing Board should look after. At the Chicago dog show this dog, yclept Major G., a magnificent specimen of Clumber spaniel, won first prize in the Clumber class—a cash prize; also two special prizes, one a handsome heavy raw-silver medal, the Mascoutah special prize for the best dog of the Clumber class in Cook County.

The firm of Hulbert Bros., 334 Broadway, Saratoga Springs, N. Y., has dissolved partnership and the senior member of the firm, J. P. Hulbert, retires. C. N. Hulbert retains the business, under the name of Hulbert Bicycle Co., at the old stand of Hulbert Bros., until about April 1. About the first of the month the new firm will move into new and larger quarters, at 352 Broadway.

During these times of depression in business, no more interesting sight can be seen in Beaver Falls than the employes pouring out of the immense works of the Eclipse Bicycle Co. at the noon hour or out in the evening. Five hundred men is a good-sized regiment, and as they stream up Seventh Avenue the street for four blocks is almost solid with men, happy in the thought that they have work these times. The citizens of Beaver Falls should appreciate the fact that the bicycle company pay their employes every week instead of once a month. The amount paid out weekly by the Eclipse Bicycle Co. averages over $5,000.—*Beaver Falls (Pa.) Tribune.*

Machinery for Bicycle Makers





High-grade labor-saving machinery and machine tools, guaranteed to do good work. Write for catalogue.

HILL, CLARKE & CO.,

156 Oliver Street, BOSTON, MASS.

12 and 14 S. Canal Street, CHICAGO.

Mention The Bearings

There are tires

Again there are tires

STILL AGAIN, THERE ARE TIRES

But there is only one Inner Tube Bicycle Tire,

and that is the

Flexifort (TRADE MARK) **INNER TUBE TIRE.**

and is as near perfection as mechanical skill can make anything.

MECHANICAL FABRIC CO.,

PROVIDENCE, R. I.

SEE THE IDEA? This tire is woven to the shape of the wheel. Hence, **NO STRAIN.**

On receipt of three cents in stamps, we will send any bicycle rider a pair of our Rubber Pedal Bands.

Mention The Bearings.

THE BEARINGS
The Cycling Authority of America



ECLIPSE CYCLES--THEY STAND THE TEST.

Simmons Hardware Co.,
Western Agents, St. Louis, Mo.

Eclipse Bicycle Co., Beaver Falls, Pa.

Straws Show which Way the Wind Blows.

At the Chicago Cycle Show,

165 High-Grade Wheels were Fitted with Sager Saddles.

Our nearest competitor had 139, principally on cheaper wheels.

At the New York Show it was more so.

Sager Saddles were on 168 of the Best Wheels.

Our nearest competitor had 109.

At Chicago ten exhibitors showed Sagers exclusively; our nearest competitor had five. At New York the count was Sager eleven; nearest competitor eight.

SAGER MFG. CO., Rochester, N. Y.

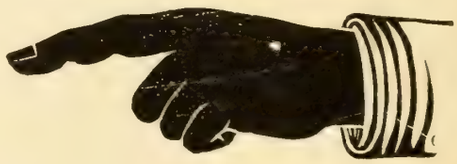
PARKHURST & WILKINSON,
General Western Representatives for Saddles.

SADDLES, BEAUTY CHILD SEATS, PNEUMATIC PADS, and TOE CLIPS.

MENTION THE BEARINGS

THE WEBB TIRE





SIMPLE,
DURABLE,
SAFE,
LIGHT.

WRITE FOR CATALOGUE.

PARKHURST & WILKINSON,

148-164 KINZIE STREET,
CHICAGO.

Mention The Bearings

THE BEARINGS



THE CYCLING AUTHORITY OF AMERICA

Vol XI

No 8

CHICAGO, MARCH 22, 1895.

FIVE RACES IN ONE DAY.

Different California Clubs Selecting Men to Compete in the Great 100-Mile Relay Race Next Month.

SAN FRANCISCO, CAL., March 11.—Five road races in one day was yesterday's record for the Oakland and San Francisco bicycle clubs. It is seldom that five different clubs give road races on the same day, even in California, where the weather is usually such that road races may be indulged in for eleven months in the year; but five races in one day break all previous records. The reason for all these races is the nearness of the great 100-mile relay race, which takes place on Sunday, April 7.

It is a hard matter for the different clubs to decide which riders shall represent them in the contest, and this question is an exceptionally hard one to answer this year on acconnt of the number of good riders developed in '94; so each club conducts a series of road races, and from the winners of these races the relay teams are chosen.

Probably the most interesting races yesterday were those conducted by the Bay City Wheelmen and Olympic Club Wheelmen, of San Francisco, and the Reliance Club, of Oakland, these clubs having the most prominent men entered. The Bay City Wheelmen turned out fully fifty men under the leadership of Captain Dodge, journeying across the bay to see the different races, and to witness the outcome of their own ten-mile race, which took place on the San Leandro triangle. Fifteen men started in the race and all but one finished. The handicapping was done by the club handicapper, Sanford Plummer, and from the way the men finished Mr. Plummer's estimate of the different men was almost perfect.

The first man to cross the tape was Fred Day. Then followed Bert Menne and Emil Languetin, fighting for second place. Up to within a few feet of the tape this pair rode on even terms, but Languetin had one good strong kick left and beat his opponent out by half a wheel. The three scratch men then came up abreast and riding strongly, but about 200 yards from the goal Wells and Terrill left Nissen behind, and a pretty race for time prize between the other scratch men ensued, and for a few seconds it looked as if Wells would win, but the breaking of his pedal caused him to slow up and so the time prize went to Terrill, who negotiated the distance in the fair time of 28:12⅕. Wells rode in on one foot beating Nissen out by a yard.

The first ten men finished as follows: F. L. Day, 2 minutes, first; E. Languetin, 1 minute, second; A. J. Menne, 1 minute, third; W. A. Terrill, scratch, fourth; G. A. Nissen, scratch, fifth; C. S. Wells, scratch, sixth; W. L. Thompson, 3 minutes, seventh; H. V. Ready. 1½ minutes, eighth; A. Lundberg, 4 minutes, ninth; W. C. Brode, 3 minutes, tenth.

The Acme Club of Oakland

intended to have a ten-mile contest, but the condition of the road on the tenth mile was so dangerous that the race was made a nine-mile contest. Twelve men started, two minutes apart; but only five qualified, J. A. Howard, T. Schleuter, Percy Mott, C. Greaves, and Henry Phillips. The time was not made public.

The Olympic Club Wheelmen, of San Francisco, started their five-mile race from High Street over the official course to San Leandro. Walter Foster, "Handsome Bob" Long, and C. R. Coulter started from scratch. It was thought that Foster and Coulter would put up a great race, but at the end of the fourth mile Foster ran away from his rival, finishing over 12 seconds ahead of the easterner. Long had an accident and did not finish. C. F. Lemmon, a new member of the club, won the race from the 1:30 mark in 14:32. Coulter could finish no better than fifth, though he won second time prize. The order of finishing was as follows: C. F. Lemmon, first; W. F. Foster, second; W. T. Hobson, third; W. J. Christ, fourth; C. R. Coulter, fifth; J. F. Cunningham, sixth; H. Gunn, seventh; W. H. Haley, eighth; B. W. Bernhard, ninth; O. Hansen, tenth; A. Mahoney, eleventh.

The Reliance Club, of Oakland, also had a five-mile race over the same course, and although there were twenty-seven starters only sixteen men could stand the ordeal. Harbottle, the Canadian champion, and team mate of Otto Ziegler, started from scratch with Charley Bates and J. H. Dieckman, but made a very poor showing for one with such an enviable reputation, barely beating the other scratch men; but the injuries he sustained at the indoor races may have something to do with his poor showing. C. R. Griffith won first place and Harbottle carried off the time prize. The officers of the club refused to give the time out.

The California Club, of San Francisco,

Introduced a New System of Handicapping

in this part of the state. It was a sealed handicap and from some of those on the inside of the club's affairs it was learned that the new method was very satisfactory; in fact, it proved to be so good that future handicap races will be conducted on the same principle. The race was run over the same course on which the Acme Club ran its race, and was a nine-mile event instead of a ten-mile, as it was first scheduled to be. J. W. Harvey, one of the grittiest riders of the club, won time prize, going the nine miles in the not very good time of 28:58⅗. Some of the more superstitious members are commencing to think that the Californias will not make a good showing in the relay, for the reason that thirteen men finished in today's race; but those who do not believe in such things say that no one will have a better team and if they don't win first place they will make the winning club ride hard to get the cup.

The unlucky thirteen finished as follows: H. Friedlander, first; J. Wall, second; A. L. Alcazaga, third; W. J. Pattosien, fourth; A. Theison, fifth; F. Struven, sixth; C. J. Vermeil, seventh; H. Sternberg, eighth; H. L. Mayo, ninth; E. Erbe, tenth; W. G. Lovie, eleventh; W. Strahle, twelfth; J. W. Harvey, thirteenth.

That California is fast getting a reputation in the cycling world is evinced by the arrival of Eddie Bald, Ray McDonald, and Asa Windle last Saturday. They will stop in San Francisco for a few days and then go to San Jose to train for the season's work. They say that such flattering reports of the Garden Citys' new three-lap track have reached the east through THE BEARINGS that their manager decided to follow the Falcon team, which arrived here a month or so ago. They seem to be very much pleased with what little they have seen of this state so far, but have not been here long enough to tell whether they will like it enough to stay a couple of months or not.

Wilbur J. Edwards and the Rambler quad team have been at Livermore for the past two weeks, making efforts to lower Edwards' straightaway record, but the weather has been so unfavorable that the team will come to San Francisco tomorrow, and on Wednesday will go to Alameda, where a perfectly flat course is being prepared for the trials. At Livermore the wind was blowing right in their faces when they were going down the grade, and the best that they could do for an eighth was about :13½, and then they would turn right around and with the wind at their backs go up the hill at a :11½ clip for the eighth.

The Alameda course is a new driveway 1¼ miles in length. The quad will only have one-eighth of a mile in which to get up speed, and only another eighth to slow up after passing the tape, before running off into the street.

Houben Becoming Bold.

Houben has challenged Protin to race toward the end of May in Brussels. These two men are considered by the Belgians to be the best on the continent. Protin will be allowed to choose the distance and the other conditions of the race. Houben also offers a revenge to Fournier in a three-heat race, 2,000 meters (1 mile 427 yards) without pacemakers, 10,000 meters (6 miles 376 yards) with pacemakers, and a third, if necessary, of 5,000 meters to take place April 21, at the inauguration of the cycle track. Houben has also agreed to race with Robertson May 5 under the same conditions as with Fournier.

Cyclist vs. Skater.

The Norwegian cyclist Henie challenged the Danish champion, Svend Hansen, to a match, Henie to skate and Hansen to cycle one race of 500 meters (1,641 feet), and another of five miles. The races were recently run at Copenhagen at the C. C. track, whose inner circle is a skating rink. Hansen won the short race in :55⅘ against Henie's 1:01. Henie had 1,200 meters start in the long race and seemed to have some chance, but in the fifth lap Hansen's tire burst, and Henie finished alone.

UNDER "OLD GLORY'S" STRIPES AGAIN.

The All America Team on American Soil Once More—Racing at El Paso Under Difficulties.

EL PASO, TEXAS, March 14.—The All America racing team arrived here on American soil one week ago and the sigh of relief that ascended heavenward must have been heard in Chicago. The sigh was sent on its long journey as the Mexican Central train pulled across the bridge spanning the little stream called the Rio Grande. This same little stream separates the two great republics. Two countries as unlike one another as one can find; as dissimilar right here on the border as in the interior. The invasion of Mexico has been accomplished. Every one had a good time but all were glad to again stand under the stars and stripes.

Nevertheless the last two or three days in the republic had been enjoyable ones. Six of the party and an escort went down the barrancas near Guadalajara. This pleasure jaunt repaid them for the entire journey through Mexico.

The last day's racing in the old republic was held Sunday, March 3. The Monday morning following, at an early hour, seven sorry looking nags were brought to the Hotel Humboldt. From first appearances these nags were on the point of dissolution. Their usefulness and their surefootedness did not appear until later. On the back of one of them

"Monk Sunburn" Managed to Break into Jail

again. "Monk" tried one of the horses, cantering it down the street Guadalajara people are not accustomed to seeing horses or carriages on the streets. The cantering of a horse was a misdemeanor and "Monk" had no sooner alighted than another of those little Mexican policemen came up and arrested him. This time "Monk" went peacefully to jail. One experience had been sufficient. Mr. Dobson accompanied him. Both were mystified as to the cause. "Monk" can be pacific and in this instance was exceedingly so. With a quarter spent for cigarettes he secured his release. A package of cigarros was given to each of the four officials. Meanwhile the remainder of the party had started—Levy, Nicolet, Brown, Lyman, and Spooner. The Mexicans laughed merrily as the gringoes rode by, some looking graceful and others—well, some of them looked the extreme opposite.

Through the city's quiet streets, through a native Mexican town, a suburb of Guadalajara, to the broad hilly prairie land; where Levy came to grief, went the party. He of the convict stripes essayed a circus performance, leaping from his horse to pick up his hat and remounting with the horse in motion.

But Levy Did Not Remount.

The horse bucked, plunged, kicked, and was away with the speed of the wind, and Levy was sent sprawling on the prairie sod. For an hour Nicolet and Brown chased the nag over hill and dale, and the capture was finally effected. A few rods away and the party started down the barrancas. In one short mile three miles and more were ridden and a descent of over 3,000 feet effected. The road squirmed like a great snake down the mountain side, turning and twisting and always at an angle of one foot in four or worse. To the left were mountains towering thousands upon thousands of feet above, while to the right were bottomless chasms. The descent was was from temperate to torrid zone, to a land where bananas flourished.

Once at the bottom dinner was taken in a little Indian hut, fried eggs, frijoles (beans), and tortillos (corn pancakes), all without knives, forks, or spoons, scooped up with the tortillos. "Monk" and Dobson had come down another barranca, by which the entire party returned. It was a two-hour ride down and another two hours and more back. A wonderful sight and one worth traveling all the way to Mexico to see.

When the Party Left Guadalajara

each member wore a huge silver mounted sombrero, each carried a huge gayly carved Mexican cane, and each carried a huge basket of Guadalajara pottery. It was a gay and festive cavalcade bound for home, sweet home. America and American soil were home to these men. Two days were spent in the run to El Paso. At Juarez, the little Mexican city across the border, the El Paso reception committee met the party. Two customs houses were gone through, one in Mexico and one in America. The wheelmen's "pull" brought them through this ordeal by merely opening their trunks. At El Paso Mayor Payne and the committee of business men met the men and escorted them to the Vendome Hotel in carriages.

From the outset the wheelmen fell in love with El Paso. The city is distinctly American, not at all like the usual border city. Juarez, across the river, is as distinctly Mexican, the two cities being entirely dissimilar.

The El Paso Cycle Track Association constructed the track at an expense of $800, and running low in funds

Turned it Over to the Business Men

of the city, who look to the track to give the city quite a little boom. The El Paso track was constructed by J. L. Campbell, who had never before seen a cycle track. By every member of the team the track was classed with either Waltham or Denver, and but a little inferior to Louisville. It is built on the same lines, is constructed of natural concrete taken from the hills not 500 yards away, and is smooth, hard, and lively in the extreme, The track is but a half mile from the city center, reached by a smooth ride over a good boulevard road. El Paso is dry and healthful, and an ideal spot for spring training or fall record-breaking. Excellent hotel accommodations and private board can be obtained for a low figure. The Falcon, Columbia, and Syracuse teams will be here shortly; in fact Dirnberger will be here this week with Trainer Lyman, who left the party to go to Hot Springs after Dirnberger last Monday. The Falcon team manager writes that the team has races in 'Frisco for two weeks, and will then come on with the Columbia team.

This little city has 300 riders already and with the increase in cycle interest will have many more before summer comes.

All the Cycle Dealing Firms

are represented on the business men's committee as follows: Mayor W. F. Payne, of the firm of McCutcheon & Payne, agents for the Sterling, Victor, and Ramblers; W. G. Walz, of the W. G. Walz Co., agents for the Columbia family and Western Wheel Works; J. M. Leitch, of the Clark-Whitson-Leitch Music Co., agents for Monarch and Cleveland lines; E. V. Berrien, of Emerson & Berrien, agents for the Syracuse, and H. S. Beattie, an active young business man. Mr. Leitch is president of the Cycle Track Association and J. F. Williams is treasurer. Such workers as the business men of El Paso were seldom met in Mexico, and to the number, comparatively small, the wheelmen look back with thoughts of gratitude. In the City of Mexico there were A. R. Dobson and A. W. Donly, two Canadian wheelmen, members of the C. W. A. from Simcoe. Mr. Dobson has been in the republic six years and Mr. Donly four years. Both gave their time to making the stay of the wheelmen pleasant. Mr. Donly's brother has been secretary of the Canadian Wheelmen's Association since 1882. Mr. Dobson came to Guadalajara with the wheelmen.

At Guadalajara all the members of the Bicletista de Occidente were workers, and men

Thoroughly in Touch with American Ways

and customs. The officials of the club, all of them subscribers to THE BEARINGS, are: Licdo Luis Perez Verdia, president; Don Giegorio Rubio, vice-president; Licdo Genaro Ramiez, secretary, and Roberto de la Mora, treasurer and captain. The secretary is owner of the leading daily paper of the republic and one of Mexico's best lawyers.

This will be the last meet on the present circuit, all going home from here. Louis Callahan has been signed to ride a Yellow Fellow, and will report at Louisville April 1, going to his home in Buffalo first. Harry Maddox has several deals on, one of them in Chicago. Levy and Nicolet are in the same position. Brown will report for duty with the Sterling Cycle Works immediately upon his return. Eddie Leonert will be unable to ride for two weeks at least, owing to his badly cut knee, received in a fall at Guadalajara. When the team reached El Paso it was met by Frank Lumsden, brother of the Chicago racing man, who had come on from Los Angeles to return to Chicago with the team. Lumsden took Lyman's place as trainer of the party. He has been an engineer on a road near Los Angeles since the strike of the A. R. U. He expects to retire from the road and enter the cycle trade.

Shortly after the arrival of the team in this city, the only "Pop" Field arrived from the coast and while here placed the agency for the Sterling with McCutcheon & Payne. Mr. Field reported a big deal at Phoenix, Ariz., with Pinney & Robinson. He returned directly to the Pacific coast, where the Sterling is being pushed successfully.

THE RACES.

EL PASO, TEXAS, March 14.—Imagine a wind blowing sixty miles an hour, fine piercing sand flying in clouds, fierce, cutting, aggravating, excruciatingly exasperating, and you can see the bicycle track at El Paso today. At least you can see as much of it as anybody for great clouds of flesh cutting sand hid track and grand stand from view. It was the fiercest wind storm seen in this city for two years. A regular norther, although it came from the west. El Paso does not have northers. In all this wind and sandy clouds over 500 people were brave enough to sit throughout a programme of eight races, and enjoy them too, judging from the prolonged cheering heard through the dust. It takes something more substantial than a norther to stop your western crowd.

Racing men and officials wore goggles, officials held themselves from literally blowing away by catching hold of posts, spectators were covered with fine sand, hats blew off and were only stopped at the farthermost corner of the fence, riders gave way when riding against the wind and pitched into the bank, and great heaps of sand loosened and rolled down onto the track. The morning had been superb, still and warm,

The Wind Rising at Noon.

This kept thousands away from the track, all the stores, banks, and public offices being closed.

Nevertheless, good racing was seen. In the B races Leonert could not compete owing to his badly cut knee. Doctor Brown was sick and Pomeroy was called away to the City of Mexico yesterday. But four men competed in the B events, Callahan taking two from Maddox in hard driving finishes and losing one in the best finish of the day. The two riders captured the tandem race. In the quarter-mile Nicolet, sprinting with the wind, gained twenty yards but was unable to maintain that lead on the stretch, Callahan and Maddox passing him. In the two-thirds mile Callahan closed a large gap on Maddox and won by a wheel. The riders in coming into the face of the wind could only bow their heads and run wild, every fleck of sand digging its own little hole in their flesh. They winced under the torture, but held bravely to their task.

CREAM CITY EVENTS.

Sanger Slowly Convalescing—Will go South with the Spalding Team—Warner will be Handicapper.

MILWAUKEE, WIS., March 18.—"Tell the boys that I'll be with them as soon as I can, on that they can rest assured."

So spoke Walter C. Sanger yesterday when a BEARINGS' man called to inquire after his condition. The big fellow is slowly recovering from his attack of typhoid fever, which has been much more severe than was at first supposed. His fever has greatly weakened him and he is not now the healthy looking chap that he was a month ago. His face is thin and his body is poorer than it has ever been. He has lost perhaps twenty-five pounds since the disease developed. It is thought that he will gain rapidly, however, when he gets a little better.

Sanger was sitting up for the first time since his illness, reading the Sunday paper. He said that he was feeling quite well and expected to be about the house in a few days. His father thinks that Walter will be able to go south with the Spalding team about April 1, if no relapse occurs. It is thought that the fresh, warm southern climate will have a good effect on him and that he will speedily gain in weight. He will not be able to go into training for some little time to come, but his father thinks that he

Will be in Good Riding Condition by July 1,

which will be only a month later than the big fellow planned before he was taken ill. He feels very much disappointed over his illness, as it will seriously interfere with his plans. But his constitution is such that it is thought he will suffer no great after effects and when he begins to recover his condition will improve rapidly and with it will return his strength. Were his friends to see the muscles of his legs now nobody would be able to guess that they were Sanger's, so thin have they become. But his physician says that he need not worry about that, and that the summer will make him as robust as ever, if nothing for the worse happens. Sanger was twenty-two years old on the 13th inst, and had a fever all day, his temperature being as high as 105.

D. D. Warner will be the next handicapper of this state. Chief Consul A. C. Morrison has forwarded his recommendation to Chairman Gideon, and the appointment will be made in a few days. Mr. Warner is in the wholesale saddlery business at Madison, and is well known throughout the state.

Two speedy little riders will be seen on the track in this state this year. They are Louie and Roy Reed, of Ripon, who are classed among the fastest men in Wisconsin. Louie has given all the other cracks in the state a lively hustle at one time or the other and holds the state championships for the two miles, one mile, half mile, and quarter mile events. Roy, his brother, is also a fast man and is considered one of the best wheelmen in that section of the state. When school closes at Ripon college this year, instead of spending their spare time following the state circuits as they have done in other years, they will go to Europe on a visit and remain abroad for some time.

The National Racing Board wants Marinette to hold the national circuit races there in September, but the officials at Marinette have written and applied for a date between the middle of August and the first of September. Later than that would be too late because the weather turns cold earlier in Marinette, it being farther north.

The North Side Club intends to make its June road race a big success if enthusiasm and hard work will do it. A committee has been appointed and already prizes for the race are being solicited. The first time prize will be valued at $100 and has already been secured. The club has selected June 8 as the date for the meet, which is one week earlier than last year, so as to fall in and

Complete a Circuit of Road Races

with Chicago and St. Louis preceding. The St. Louis race will take place on about May 20, then comes Chicago on May 30, and next the North Side's race. This year the course will be an even one and the trouble experienced over the rough road from Cedarburg to this city will not be encountered. The start and the finish will be at the same place—the intersection of the Green Bay and the Port Washington roads—and the course will be eleven miles. The competitors will ride to Silver Springs and return over another road.

The Milwaukee Wheelmen Co. has deeded its property on Milwaukee Street, which was occupied by the club until it removed to its present quarters in the Loan & Trust Building, to Emil C., Arthur T., and Frank J. Morawetz, the administrators of the estate of the late Jacob Morawetz. The deed was signed by E. Savage, president, and W. L. Simonds, secretary, of the corporation, and was executed before Notary Charles Wild. The property is described as one-half of lot two, block sixty-four, of the seventh ward and is situated in the swellest residence district in the city. The transfer of the deed is the sequel of another unsuccessful experiment. In 1893 the Telegram Club and the Milwaukee Wheelmen were each striving for honors. The former had secured Sanger as a club member and fitted up elegant quarters on Broadway. It boasted of its home, but the Wheelmen were sawing wood all this time. Members of the club formed a company and bought the Morawetz property which was leased to the club. The members now set up the boast that the Milwaukee Wheelmen was the only club in the state to own its quarters. The Telegram Club received a blow which rendered it unconscious shortly after it expelled Walter C. Sanger and it has not come to yet. What became of the furniture, etc., was never fully explained by some members. The Wheelmen felt the hard times last summer, vacated the clubhouse, and the company finding it could not meet certain obligations made arrangements whereby the property goes to the former owners.

A CHIEF CONSUL IN TROUBLE.

SPRINGFIELD, MASS., March 19.—Louis A. Tracy, prominent in wheeling circles in Hartford, was arrested last week for embezzling $10,000 from the Security Company, of which he was secretary and teller. He was chief consul of the Connecticut Division, L. A. W., and was one of the charter members of the Hartford Wheel Club—of which he has been president—has always been a prominent member of the committee of management and is now treasurer of the racing committee. Mr. Tracy has a charming wife and two children, who will have sincere sympathy in this affliction. They had just moved into a handsome new house and were apparently in easy financial circumstances.

Warm weather the middle of last week dried up the streets so that many bicycles appeared, but a sudden change of temperature and a fall of snow stopped all attempts at wheeling for pleasure. Few know how eagerly the wheelmen are looking forward to a change in the weather which will permit them to get out once more. It has been a much longer closed season than usual in this latitude and the patience of the wheelmen is nearly exhausted. The only consolation they can extract from present conditions is that they can not last forever. But what an exodus of wheels there will be the first good day Springfield has.

The ladies' club gave an enjoyable banquet at the Massasoit House last Saturday night. Nearly the whole membership of the club was present and that the ladies enjoyed themselves goes without saying. The club's prospects for the coming season are unusually brilliant and promise much more pleasure than was ever enjoyed before. Many new members will be added and club runs will be a more important feature than hitherto.

ANOTHER FOOLISH BILL.

RALEIGH, N. C., March 18.—One of the most absurd bills ever introduced in a legislature in this state was that of H. McKenzie "to require riders of bicycles to dismount when meeting vehicles on roads." There was a great laugh in the house when this bill was read, it having come up with a committee report "without prejudice."

McKenzie defended his bill and insisted that it was one which certainly ought to pass. Amendments poured in. One was to require riders of mules to dismount when meeting bicycles; another was to make the bill apply to McKenzie's own county alone.

It was argued in opposition to the bill that ladies rode much on roads in the country on bicycles, and it would be most ungallant to put them to the trouble of dismounting. McKenzie was told that by decisions of the courts a bicycle was as much a vehicle as any other. He insisted that dangerous runaways resulted from the whirling wheels on country roads. The bill was finally tabled, after the house had had much amusement out of it.

At the Paris Exposition of 1900.

The Universal Exposition of 1900 will be opened in Paris to close the nineteenth century. It is claimed it will be far ahead of any previous exposition. Without stopping to consider what the bicycle may be in 1900, a special sub-committee has been appointed, composed of cycle experts, to prepare a cycle programme which may be modified proportionally according to changes in cycling. The cycle fetes will be given in the Bois de Boulogne. Vincennes municipal track, with a 1,300-foot lap, will be enlarged to 1,641 feet. Twenty race meetings will be held, principally on Fridays of each week, and five or six on Sunday. An appropriation of $20,000 will be made for prizes. Four thousand dollars will also be demanded for objets d'art for amateur prizes.

The central part of the track will be cemented in part, and here cycling spectacles and other cycling exercises will be given. In May and November a military cycling competition will be given. Military cycling batallions from Belgium, England, America, Italy, Austria, Russia, etc., will be asked to compete. There will be drills, arm maneuvers, etc. There will also be two cycling tournaments with a special appropriation of $4,000.

That is not all. A special competition between motor cycles will be organized upon the road (with $4,000 in prizes), to start and end at the exposition. This programme is very extensive, but it will probably be still farther extended owing to the rapid advance of cycling.

The I. C. C. Minstrel Show.

The Illinois Cycling Club gave one of the best amateur minstrel shows ever seen in Chicago last Saturday night. Fully 1,200 people filled the Peoples' Institute, at the corner of Leavitt and Van Buren streets, and for over three hours the I. C. C. boys kept them laughing. The performance was well staged, the jokes new, and the songs catchy. The programme was rendered without a catch. The work of Messrs. Varnell, Magoon, Blaine, Jones, Stiles, Craigie, Northway, and Evans was particularly good.

G. H. E. Hawkins has resigned the position of advertising manager of the Overman Wheel Co. and for the present has entered the agency department of the O. W. C. Mr. Hawkins has made Victor ads bright and breezy and the cycling public will miss his deft pen.

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GEO. K. BARRETT, EDITOR.

THREE CLASSES.

Zimmerman, Wheeler, and Banker have made professionalism respectable, in a measure at least. They have raced fairly and have won fame and fortune in the ranks of those who ride openly for cash. Their success has aroused considerable interest in professional racing and the prospects for this branch of the sport have increased wonderfully. Many of the Class B crackajacks have the cash prize bee in their bonnets and it only needs a good leader to have them flop. Let Sanger or Johnson go over and the rest will follow like a flock of sheep. With the prospect of some of our leading men going over to the enemy, as it were, the scheme of several residents of Philadelphia, the real headquarters of the old Cash Prize League, comes in quite apropos.

A BEARINGS' correspondent interviewed the leading lights of Quaker cycledom this week and found that many of them favored the idea of adding another class and taking the poor professional under the protecting wing of the League of American Wheelmen, giving the Racing Board full control of their actions. Several weeks ago we said that we would like to see the League do this and we still adhere to the same views. We think that, properly managed and with such men as Zimmerman, Wheeler, Banker, Sanger, Johnson, Cabanne, and others who may jump the fence professional racing would be a "go" in America. True, the managers of the Cash Prize League made a failure of the scheme, but then they did not manage it right; they did not have enough men in their races and the public soon tired of seeing the same half-dozen men compete in every event.

But should the League take hold of professionalism and impress it on the minds of the professionals that hippodrome racing and "roping" would not be tolerated, we think that the scheme would prove to be a success. At any rate we would like to see it given a trial.

THE OLD SOLDIERS AGAIN.

The voice of the old soldier is once more heard in the land. As usual, it comes from Minneapolis, the home of Johnny Johnson, A. Hansen, B. B. Bird, and other crack riders of the northwest. Last year the Minneapolis wheelmen had a fight with the members of the Grand Army of the Republic because the cyclists "desecrated" Memorial Day by holding road races and indulging in other athletic games. The veterans became very indignant and appealed to the city authorities to restrain the wheelmen, and for a time it looked as though they would win the day. Reports from Minneapolis say that the vets are again up in arms and are preparing to take steps to stop bicycle racing on May 30. They have asked the wheelmen to abandon racing on that day, but have been met with a refusal. What steps they will now take is not known, but it is doubtful if they let the matter drop.

We have the utmost respect for the heroes who fought so nobly to save the stars and stripes of "Old Glory" from being trailed in the dust in the early '60's, but we can not help expressing the belief that they are somewhat fanatical in this instance. Bicycle racing on May 30 does not interfere with them in the least; the wheelmen do not prevent them from holding their memorial exercises and from paying the proper respect to the soldier dead. If they see fit to race the old soldiers ought to be the last persons to object, for the day is a national holiday, and all the inhabitants of this land of the free and the home of the brave should be allowed to do as they pleased on such a day. The wheelmen do not run races to displease the soldiers, but because many of the riders belong to the working classes and can not race at any time they see fit.

We hope that the G. A. R. members in Minneapolis will look at the matter in this light and withdraw their objections.

SIGNBOARDS.

The members of the L. A. W. now have an opportunity to demonstrate to the farmers that they are not working for their own interests alone. One of the principal reasons that good roads bills have been turned down by the farmers has been because the members from the rural districts believe that the wheelmen are only looking out for Number One and that the benefits to be derived by the farmers from better highway are only a secondary consideration with the devotees of the wheel. With this belief firmly instilled into their heads they have been careful to shelve all bills with which wheelmen have had anything to do. As we said before, the wheelmen have a chance to show the country legislators that they are in the wrong. The way to do it is to erect signboards in different parts of the country and thus demonstrate that the wheelmen are not afraid to spend money in the good roads cause.

Chief Consul Potter, of New York, and Chief Consul Elliott, of Massachusetts, have devoted considerable time to the study of signboards and as a result have devised something very clever in the way of "helping hands." If the wheelmen would only rouse themselves from their apathy and erect several thousand of these useful articles throughout the country they could win many of the farmers over. The Associated Cycling Clubs of Chicago have taken the matter up in earnest and will soon have the country around Chicago studded with these signs. H. E. Raymond and T. F. Sheridan have the matter in charge, and if these League workers can not make a success out of it no one can. The first signs to be erected will be put up every five miles on the principal roads leading out of Chicago. As more money is secured the intermediate points will be supplied.

The clubs in the different cities in the United States should band together and follow this good example. It will surely be a "helping hand" in the fight to overcome the farmers' prejudice against wheelmen.

CYCLOLOTRY.

BY THE IDLER.

I often drift on fancy's wondrous stream,
Far out into the vagaries of a dream,
And wonder what the ancients had been like,
Had they the bike.
Think of big Hector tied up by the heel
Tight to the step of strong Achilles' wheel;
And Dad Æneas scorching out of Troy
Behind his boy.
See Aristotle with a humped-up back
"Peripateting" on a four-lap track;
And Socrates a-pedaling for his life
From his sharp wife.
If Alexander had a wheel would he
Have cut so wide a swath in history?
Or spent his youth like modern royal sons
In century runs?
Just fancy Julius Cæsar (if you will)
A-coasting down the Capitolean hill;
Or Cleopatra touring by the Nile
In royal style.
Can your imagination dwell on Cain
Cycling the world in spite of wind and rain?
Or on our mother Eve (I do not jest)
In bloomers dressed?
It seems to me that if the chosen race
Had had some speedy man to make the pace,
'Twould not have taken forty years to reach
The promised peach.
The world went different then; but what's the odds?
They didn't have the bike; they had the gods.
No gods rule *us* (the change I rather like);
We've got the *bike*.

Houben Wins Another Match.

Much interest was taken in the recent race between Houben, the Belgian, and Jacquelin, in which Houben again demonstrated that he was a crackajack. Coming after his two victories over Fournier and Medinger, he is definitely classed as the Belgian champion, and among the first rank of European racers. Jacquelin did his best, and fought in the two heats up to the tape. Each time Houben used his killing sprint in the homestretch, and secured a lead that he held to the end.

BUFFALO HAS A TRACK IN SIGHT.

BUFFALO, N. Y., March 18.—"Buffalo Cycle Track Co., ——, president; W. Sheldon Bull, secretary-treasurer; Henry E. Ducker, manager." This will undoubtedly be the personnel of the new bicycle track association which is now on the eve of organization in Bisontown. For that this bailwick will have a record breaking circle this year is practically assured. At the weekly meeting Thursday night of the "cycle track committee," the doings of which have been outlined in previous issues of THE BEARINGS, a "right about face" was taken. The chair was resigned to Henry E. Ducker, chairman of the state racing board, and W. S. Bull, secretary-treasurer of the New York Division, was appointed secretary pro tem. The meeting was well attended, a noticeable feature being the presence of delegates of the Cycle Dealers' Association. After a short discussion it was decided to raise $100 for preliminary expenses and to empower Mr. Bull to proceed with the preparation of a prospectus and the solicitation of stock. It was also resolved to set the capital of the embryo company at $45,000, to be composed of $10 shares, so as to place the stock within reach of every cycler interested in the project. For use of the track, when finished, for training purposes, racing men will be charged $5 a season; a very reasonable figure, by the way. Mr. Ducker is also chairman of a sub-committee on sites, and in that capacity is hustling about town inspecting several pieces of property, a number of Buffalo manufacturers were seen by a representative of THE BEARINGS, and all agreed to give financial support. Thus it is a 100 to 1 shot that Bisons will be taking falls out of records on one of the fastest tracks extant right here in Buffalo

Before Snow Flies Again.

Last Friday the Press Cycling Club was placed in an extremely embarrassing and mortifying position. About 10 o'clock in the forenoon of the day in question a loud mouthed individual, with a show of authority, requested entrance into the clubhouse, and after taking note of the surroundings went outside and tacked up a huge sheriff's sale poster, conveying the pleasing information that the club effects would be sold at public auction to satisfy a chattel mortgage of something over $100. Naturally, the clubhouse habitues were thrown into a fit appalling to behold. Then a pretty state of affairs was discovered. The mortgage in question was originally $1,500, given for the purchase of furniture, and had been reduced to about the century mark when the holders of the lien went into bankruptcy. One of the club directors was notified to settle the claim, but with commendable promptness forgot all about the matter, hence the action. Now the best part of the deal is that the club had a balance of $500 in the treasury, and of course removed the attachment within a few hours of the time it was



presented by various real estate men. He has tendered invitations to the "mud market" gentry to

Submit Propositions on all Locations

that may be desirable, clearly stipulating, however, that the ground must be adjacent to at least two street-car lines and within civilization. Three plots are being examined. One is located on Genesee Street, adjoining the route of the Martin road race; another is in the neighborhood of the Buffalo Park district, and a third is on Buffalo's Main Street, about four miles from the business center of the city. Ducker is moving slowly, and when he has arrived at a decision it can be set down as certain that the geographical situation will be an ideal one for the purpose. The circle will be modeled after the Fountain Ferry track at Louisville, and will probably be built by the same parties, who will make such improvements as their experience dictates. But the financial part of the scheme is as important as the location, and as Mr. Bull is a hustler of no mean repute it may be surmised that he has not been idle, and that he is sanguine of getting sufficient money together to get right to work as soon as the site is found. There are two capitalists ready to back the company heavily as soon as a start is made in getting the stock placed. The trade is taking a lively interest in the matter, and N. E. Turgeon, manager of the Buffalo branch of the Pope Mfg. Co., has authorized the public statement that the Buffalo branch of his company will buy and pay cash for $1,000 worth of stock. A. H. Knoll, of the Indiana Bicycle Co., is confident that his firm will subscribe liberally, as is W. A. Lutz, local manager of E. C. Stearns & Co. In addition to these, placed, but the affair caused much talk among the cyclers, and some even thought the orange and black on the eve of dissolution.

Class A makers' teams will be a feature of the cycle racing game in Buffalo this year. W. F. Buse, who is one of the fastest twenty-five milers in the state, and Mundie and DeTemple, two Tonawandans, who

Will be Close to Scratch

before the season is far advanced, have agreed to ride Columbias for N. E. Turgeon. E. C. Stearns & Co. will have Weinig, Steimal, F. A. Foell, and G. J. Dittley, and Winters, of Tonawanda, on the local Yellow Fellow team. Of the batch Weinig is by far the most promising. He is a big, husky fellow, built much like Zim, with a finer pair of legs than Arthur Augustus ever possessed. He is chock full of pluck, save a little yellow streak when in a pinch, and has developed a telling sprint. Lutz, the local agent, fancies Weinig very much, and it is even up that the lad will graduate into B as a regular member of the Stearns team before national circuit time. He is now making arrangements to go south with Eck and the team, and will undergo a sort of trying out process while in the sunny clime. Steimal will be kept wholly on the road, and will be sent after every paced road record from twenty-five to 200 miles. He will also attempt to lower Gimm's 24-hour track record as soon as the new Buffalo circle is finished and in operation.

"Tommy" Collins, of Sieg & Walpole, floated into Chicago last week reporting extra good business done on his eastern trip.

WHY NOT HAVE THREE CLASSES?

Philadelphians Interested in the Scheme to Provide a Place in L. A. W. Ranks for the Professionals.

PHILADELPHIA, PA., March 17.—The failure of the recent National Assembly to recognize professional racing men has been prolific of much discussion in cycling circles here, and it is the general opinion that the League should in some way help the "pros." It would not be absolutely necessary to reinstate them in the amateur ranks or in Class B, but a class just for this kind of riders could be arranged. Why not have three classes? This would give every one an opportunity to race without hindrance, and would greatly increase the welfare of the sport. Here in this city the wheelmen are of the opinion that the League of American Wheelmen should control every branch of racing, and this view of the matter is doubtless shared elsewhere. This point can only be gained by admitting the cash-prize riders, who now number quite a large party. All kinds of racing and racing men would then be under the management of the Racing Board, with the professionals in a separate class, and the control of the sport in this country would be assured.

President Willison, of the League, is reported to be in favor of three classes, although he has never been heard to express his views as to the best way of bringing it about. O. S. Bunnell, famed as a competent and honest referee and one of the prime movers of the defunct Cash Prize League, says he is still an amateur at heart, and thinks if the League was to adopt another class that

It Would be a Good Business Move

and would do a great deal of good to racing interests in general.

"Pop" Brewster, ex-treasurer of the League, told THE BEARINGS' representative that he was heartily in favor of the scheme for another class, saying that he considered Class B men no better than out and out professionals as regards honest racing, etc., and thinks that the cash-prize riders have gone wrong more from want of a governing body than anything else. "I think it would be too radical an idea to propose at the present time," he said, "but I believe that the agitation of a separate class, consisting of men amenable to the League in every way except that they are allowed to ride for cash, would meet with great favor, and that such a class would be eventually adopted by the League of American Wheelmen."

The Racing Board would be enabled to govern the riders in such a manner that a misdemeanor of any kind would be almost out of the question, for once expelled from the L. A. W. they would have no other alternative but to give up racing altogether or go to some other country. Besides the revenue of the League would be greatly increased, for with more racing men and a larger number of race meets the sport would naturally increase in popularity.

The Roxborough Wheelmen is the name of a new cycling organization of this city which has already attained a position of some influence among the local clubs. The following officers have been elected for the ensuing year: President, Joseph Hendren, Jr.; vice-president, Frank Baliff; secretary, B. F. Peterman; treasurer, John C. Held; captain, William Hommis; lieutenants, James Weir and George Twist.

There May not Be a Newark-Philadelphia Century Run,

or an interstate relay race between New York, Pennsylvania, and New Jersey this year, owing to the fact that a bill is now pending in the New Jersey legislature which, if passed, will prohibit road racing of all kinds. The wheelmen are up in arms against the amendment, and do not see any reason for such an action on the part of the legislature. Even though road racing is not as popular as it used to be, the wheelmen are interested in a hundred mile relay race, and would like to see it go through the same as that of last year when New Jersey carried off the honors, with Pennsylvania second. It is thought that the bill now pending will not interfere with the century runs held annually in New Jersey, but it may be that the state officials might interpret the words century run as conveying the same meaning as a road race.

Not satisfied with attempting to kill road racing the New Jersey senate has another unnecessary bill which if retained will be the beginning of the end of the good roads movement in New Jersey and threaten a return to the original condition of things when good roads were few and far between. The trouble began last Wednesday when the senate amended the Storr's road bill so as to permit the building of oyster shell and gravel roads. Just imagine what such a condition of things would bring about. And how long would a wheel run over an oyster shell road without receiving a puncture? If this bill is allowed to remain a permanent law it would certainly stop the good roads movement in many parts of the state and would be a death blow to the interests of the hundreds of wheelmen in the state of New Jersey. In the first place

It Would be a Waste of Good Money

to build such roads as the bill provides, as the recent rains have proved, and the assertion that good roads can be made by spreading gravel and oyster-shells over them is absurd. The main kickers to good permanent highways are the farmers, who are too mean to spend a little money. They don't want permanent roads because they cost too much, and this is the real reason why such a bill has been brought about. It is to be hoped that the New Jersey Division will band together and make a vigorous protest against the interference with their rights as citizens and wheelmen.

The Associated Cycling Clubs held their first meeting of the year on Friday night in the presence of nearly all the delegates. Considerable new business was brought before the meeting and committees were appointed to look after the matters of the most importance. It was proposed to hold a big interclub run around the historic vicinities of Philadelphia, similar to the one now given annually in Boston, and Messrs. Hare, Dimon, and Perkenpine were appointed a committee to look after the affair and report the prospects at the next meeting of the association.

The proposed cycle path to Atlantic City was brought up and after due consideration the delegates decided to look into the matter and see if the scheme was a feasible one. An effort was made to get up an interclub run to the national meet at Asbury Park, but the scheme was abandoned owing to the fact that the clubs are organizing parties of their own and intend going by different routes and on different dates. The Wayne Wheelmen applied for membership and will probably be admitted at the next meeting.

At the annual meeting of the Tacony Wheelmen last week the following officers were elected for the ensuing year: President, Benjamin S. Hevener; vice-president, William Miller; secretary, W. Shuman; treasurer, F. W. Jordan; board of governors, Max Hamilton Disston, William Hill, P. Costello, and W. Miller.

Gouget, the French Champion Trick Cyclist,

is expected to arrive at New York today on the French liner, LaGascogne. Gouget is the man who defeated Huffman, Marschner, and all the other European cracks. He will exhibit in this country, making his first appearance tomorrow at the Bijou Theater, Philadelphia.

On December 18, 1894, John J. McLaughlin, of this city, made a mile over a straightaway course near Columbia, Pa., in the unprecedented time of 1:21. Since the first reports of the wonderful performance reached the public's ears doubts have arisen in the minds of some as to the length of the course and the time taken. E. C. Stearns & Co. were interested in the assertion and realizing the value of the truth have verified the matter and the following are the results of their investigation:

COLUMBIA, PA., January 1, 1895.

TO WHOM IT MAY CONCERN: I acted as timer for John J. McLaughlin December 18, 1894, when he rode the unpaced mile on his bicycle in 1:21. I acted squarely on my part, and I do believe the other timers did likewise. To the best of my knowledge my watch was in good running order; the movements are Elgin.

(Signed) ISAAC HARDNELL.
WILLIAM HARDNELL.

The civil engineer who measured the course writes his statement as follows:

E. C. STEARNS & CO., Syracuse, N. Y.

Gentlemen: By request of John J. McLaughlin, and in his presence, he gave me the starting point and finish. I find that the distance is 5,343 lineal feet, or one mile and sixty-three feet. Measurement taken on the surface of the pike in the center of same. I find that the entire distance from start to finish is a descending grade. Grade at start 6 1-10 per cent, with 4 76 per cent at finish, and intermediate grade of 2.27 and 1.17 per cent, making the average grade of 3.575. Hoping the above is what you desire, I am, very truly yours,

(Signed) E. N. SMITH, *Civil Engineer.*

COLUMBIA, PA., January 7, 1895.

With such evidence at hand it would

Not be Policy to Dispute McLaughlin's Claims.

It is wonderful time of course, but plenty of wonderful things have happened and are liable to happen in the future.

The Athletic Club, of the Schuykill Navy, one of the most prominent, largest, and influential athletic organizations in the world, will soon have an auxiliary of cyclers. For the past two or three years nearly half a hundred of the 1,200 members have taken a great interest in riding and have had some enjoyable tours through the surrounding country. Now, however, the number of enthusiasts has grown so large that it has been decided to band together, and a meeting will be held on Sunday, March 24, with that object in view.

The members of the Asbury Park committee have been hustling hard since their return from New York on schemes for the entertainment and care of the visitors. One of the features that has positively been settled upon is quite an innovation in the line of hospitality. They have secured Education Hall from July 6 to 15, and during that time it will be exclusively used as a bicycle hotel. Here the pet mount of the L. A. W. member will receive as much attention and care as he himself will get at his hotel. First of all the wheel will be checked and provided with a rack; then it will be dusted and cleaned; if a spoke is loose or a screw is gone the proper repairs will be made, and in fact the wheel will be thoroughly overhauled so that when the owner calls for it he will find it in perfect condition, cleaner and safer than when he left it. For this the L. A. W. member will pay nothing.

With the beginning of the riding season the followers of the racing path are also getting into trim for the coming campaign and it will not be the riders' faults if Philadelphia doesn't rake in her share of prizes this year. Nearly every one of the forty or more cycling clubs will have a racing team and in many instances they will have race meets, so that there is sure to be plenty of sport. Tioga and Riverton tracks are being got into condition and if the present weather lasts it will not be long ere the "cracks" will be enabled to get down to work in earnest.

The Eclipse Wheelmen held their annual meeting recently and elected the following officers for the ensuing year: President, Charles Miller; first vice-president, George Onimus; second vice-president, Harry Shirlock; secretary, John Haas; treasurer, Joseph Aicher; corresponding secretary, Edward Baxter; captain, John Tyson; directors, James Alexander, Harry Butscher, Albert Hayman, and Charles Shank.

Why Waverley Bicycles

Are the Highest of All High Grades.

Because, being such large makers, we are in a position to secure material that smaller concerns can not obtain. Take, for instance, the Drop Forgings. It takes 250 tons of special steel to make drop forgings for the 25,000 Waverleys we shall build this season. There are five varieties of steel in this quantity, ranging in grade from a special soft steel to the finest quality of crucible spring steel, which are used in the various Waverley forgings, according to the demands of each individual part.

In placing an order of such great importance as this, we do not depend on the judgment of any ordinary mechanic as to what particular grade of stock is required for each part. We have a steel expert of our own, a man who knows the steel business from the mining of the ore, through every process and every department, to the highest grade of tool steel, who has served many years as an expert with the largest steel mills of the United States. This man specifies very minutely what class of steel shall enter into the stock he orders, and every pound of the metal is **made to order.** Such is the care taken that every single ingot is analyzed before being accepted on our order.



It requires a great deal of time to get stock in this manner and our orders are usually placed nearly a year ahead of the date of delivery. We have the satisfaction, however, of knowing that the material is of the very finest quality obtainable for the purpose required.

We are also the only manufacturers in the world who make all of their own forgings, consequently the only ones who know absolutely what class of goods they are selling, and what results can be depended upon. Does it stand to reason that the small makers, or the largest of them, for that matter, who buy their parts here, there and everywhere, can produce a machine equal to the Waverley where such care is taken in production? We will give you further particulars next week.

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Territory still open where the right representative can make good money.

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DRIFTING TOWARD CLASS B.

England will be Forced to Adopt the Two-class System—Other English News of Interest.

LONDON, March 9.—Henry Sturmey, in the *Cyclist*, writes an interesting article on the "Political Situation" in the government of cycling at the present time in England. As I stated some weeks ago, the Union has threatened with dire punishment any rider who shall by "striking," or refusing to ride in a championship race after having entered, create any disturbance similar to that which occurred at Aston last June. Racing men have now a fair warning, and know that the repetition on their part of the *coup* carried out last year will involve the immediate withdrawals of their licenses. It is reported, however, that a number of racing men intend to forestall the Union's policy by not applying for licenses, and racing where they may as unlicensed riders, or losing the season's sport altogether. Mr. Sturmey alludes to this rumor and points out that not only does the Union entertain no objection to unlicensed riders competing among their own class, but that if the proposed action be carried out there will result the creation of the second class, as in America, toward the adoption of which the Union is inevitably drifting. If any considerable number of racing men secede from the ranks of licensed amateurs, it is most probable that sports promoters will arrange events for them, and provided the unlicensed rider does not fall from his middle state by competing against any man who has ridden against a professional, at home or abroad, his freedom to race will be unfettered by the Union.

Since I last wrote, some hitch appears to have arisen respecting the admission of cyclists to the roads of Hyde Park. The boon will be granted, but not yet, and Mr. Shipton's circular announcing

The Glad Concession, Was Unintentionally Premature.

The Cyclists' Touring Club is just now passing through a crisis not altogether unlike that experienced lately by the L. A. W. After years of agitation the subscription was raised with the result that, as compared with 1893, no less than 2,049 fewer renewals and 379 fewer candidates for election were received last year. Still, notwithstanding this drop in numbers the change has brought $2,000 to the treasury. The membership last year reached just over 14,000. The receipts for advertisements in the *Monthly Gazette* have been steadily falling for some time, and last year the loss on the club's organ was $2,662. After much consideration a new hotel tariff scheme has just been put into operation, which should do much in removing the reproach that the C. T. C. tariff conferred no gain upon the tourist member. Under the new arrangement a hotelkeeper is asked to specify his usual charges for certain accommodation, and then to quote the discount he is prepared to allow to members. At second-class hotels a discount of three or four cents on the shilling (24 cents) will usually be given. These discounts will appear in the new handbook, which will become more indispensable than formerly to members. The best hotels will remain much the same as formerly as regards their tariff.

Nairn's *News of the Wheel* gives some further details concerning the Cycle School Club about to be opened shortly in the west end of London. Whereas it costs about $2,500 per annum to maintain a depot on the viaduct for the display and sale of cycles, manufacturers will be afforded space in the show room of the club for an assortment of their models at an inclusive cost of about $500 a year.

The Initial Number of The "Lady Cyclist,"

C. P. Sisley's new monthly, made its appearance last week-end. It consists of forty-two pages of liberally illustrated letterpress, only marred by the presence of a dozen pages of interleaved advertisements. Beatrice Grimshaw, Ida Jefferson, Mrs. C. Leigh Hunt Wallace, E. H. Godbold, and H. Chance Newton, are among the contributors. There are portraits of H. R. H. Princess Maud of Wales, Miss Ellen Terry, and Miss L. Campbell Davidson, whose writings over the pen name of "Violet Lorne" are known so well. Light fiction of cycling flavor, practical notes, and much matter concerning feminine costume form the stable features of a very fair first number.

The Lady Cyclists' Association has just issued an eight-page prospectus setting forth, *inter alia*, its objects, which are: (1) To encourage and protect the pastime of cycling by women, to check any movement tending to lower its tone or bring it into disrepute, and to bring cycling women into touch with one another throughout the kingdom. (2) To foster the use of rational cycling dress. (3) To discountenance cycling racing among women. (4) To facilitate touring among (or as carried out by) women. (5) To advise or find riding companions for any member who may require assistance.

Members of the L. C. A. are eligible to receive special discounts offered by certain leading cycle makers and ladies' tailors. A handbook of information specially suitable for the touring woman is in course of preparation, and will contain valuable particulars. Another attempt will be made to organize a foreign tour this year. With its various divisions in the London district, each having its head or captain, the L. C. A., whose membership is approaching 200, virtually represents a congeries of small clubs.

Our fashionable west end tailors are fully prepared to meet the growing demand for well cut cycling dresses for ladies. W. Goodman, of Albemarle Street, is busy projecting a combination costume uniting the freedom of knickerbockers with the conventional appearance of the skirt. He assures me

It Will Prove the Ideal Model.

I don't believe in these compromises, but Mr. Goodman ought to know something, as the Rational Dress Association awarded him a gold medal as long ago as 1884 for his exhibit of ladies' rational dress at the Health Exhibition. T. H. Holding has a splendid design of a convertible rational costume, including a skirt and small cape for wear in rain. In this costume—which has been adopted by Mrs. F. W. Mattox among other supporters of rational dress—a lady may tour for weeks, appear perfectly dressed at *table d'hote*, and yet carry when riding a minimum amount of luggage. F. J. Vant and A. W. Gamage are also briskly employed, especially the former. Gamage has a costume called the "Duchess," which converts rapidly from rational to ordinary attire.

Cyclists and cycling functions do not appear to be affected by the influenza epidemic which prevails in London at present. This fact was noticed in 1890, when we had the first visit of the malady. Last Saturday saw the reopening of Herne Hill track, while the London County Club's annual dinner took place with undiminished luster at the Metropole in the evening.

Herne Hill will not monopolize 24-hour contests this year. Besides the new Cuca event at Hillier's track, the Catford C. C. have an all day race projected for a gold cup; the Putney people will hold a similar contest for the Carwardine trophy, value $1,575; and lastly, the North Road C. C. intends to run an event upon the track in which the cream of long-distance riders will compete, including, it is said, F. W. Shorland.

R. L. Jefferson, who accomplished a journey to the orient last spring, will start to ride to Moscow and back early next month. Jefferson will represent the *Cycle*, as on the former occasion, and will relate his adventures en route in the pages of that journal. He expects to complete the trip within fifty days, which will mean riding about seventy miles each day.

C. W. HARTUNG.

FROM THE CAPITOL.

WASHINGTON, D. C., March 16.—Among the recent events of interest has been the opening of a new clubhouse by the Washington Road Club at Fourth Street and New York Avenue. The club already has fifty-two members. They have fitted up their new quarters with a parlor, reading-room, and buffet on the ground floor, and a pool-room, card-room, and training-room on the floor above. The weather has been so unfavorable that out of door practice has almost been impossible, and the members have therefore not made the special runs this week they intended.

Women are taking up the bicycle to such an extent that they are now showing more interest in their bicycle costumes than in their spring finery. The most fashionable women here intend coming out in dust-colored melton cloth skirts, with cutaway coats and black satin knickerbockers. Tan corduroy is, however, the most serviceable of all suits. Since senators' wives and other distinguished women have taken to using the wheel it certainly means a continued boom for trade.

Charles R. Overman, of Chicago, is still receiving congratulations upon his marriage. Mrs. Overman was Miss Caroline Lingle, of Washington, and was intimately associated with Kate Fields' *Washington* from the time of its first starting. She has shown great ability as a writer, and will probably continue to cultivate her literary talent.

General Ordway is impressing upon the military cyclists the importance of building up their company, known as the Second Separate Company, D. C. N. G. Electric lights have just been introduced into their headquarters at the armory corner of Fifth and L streets and increased interest is being shown by the members. The captain of the company, Clarence B. Story, is just recovering from injuries received from a fall, but he expects to be in riding trim again shortly.

T. P. Libby, of the Washington branch of the Overmans—Cline Bros.—was formerly second lieutenant of the military cyclists, and can give interesting accounts of many of their best runs in the past. Mr. Libby has originated and started the game of polo played on wheels instead of on ponies, and the first game ever held in this country will take place shortly at Cline's riding academy on E Street. The game is already known in England but is as yet new to Americans. The riders are to be Frank P. Libbey, Will Dinwiddie, Harry Crook, and J. J. Fister.

ST. JOE RIDERS ARE ENTERPRISING.

ST. JOSEPH, MO., March 16.—The Milo Cyclists (formerly the Milo Wheelmen) are working hard for a new track. At their last monthly meeting a committee was appointed to look up a suitable location for a one-third-mile cinder track upon which it is proposed to hold a big meet this year.

The Milo Cyclists are prospering. The membership is now among the seventies and the century mark will soon be reached. The club will move into new quarters next week. The building has fifteen large rooms, the house being surrounded by a large yard, with plenty of room for outdoor sports. The new officers elected at the last meeting are: C. M. Barrett, president; J. C. MacSpaddin, vice-president; George Tinbrie, secretary; T. Palm, treasurer; C. Kindevatter, captain.

Why Racing Men go "Stale."

Doctor Parkes states that when a muscle, or group of muscles, is exercised to too great an extent, it will, after growing to a great size, commence to waste. This deterioration does not ensue when all, or most of the muscles, are employed, as in cycling or boxing, probably because with so many in use no one muscle is overworked. This is an illustration of the important law that monotonous repetition of the same act is directly conducive to fatigue, either muscular or mental.—*English Cycling.*

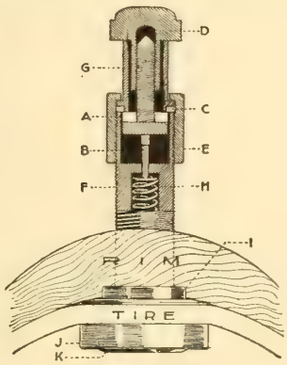
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65 Reade St., New York, and 159 Lake St., Chicago.

BOSTON IS SNOW BOUND.

Winter Still Lingers in Beantown—Elliott's Insurance Scheme Knocked Out—Division Affairs.

BOSTON, MASS., March 16.—Here it is almost St. Patrick's Day and we had a snowstorm yesterday and there are lots of disgusted members of the human family living hereabouts who have ordered their wheels and who can not ride them now till the snow melts again.

April 19 is not so very far away, and there is three feet of snow in the woods now. Still a couple weeks of decent weather would make the roads all right. Before this storm landed there were many wheels on the streets and it is probable that tomorrow, Sunday, will see many more, no matter if there is snow on the roads. There is every year a great rivalry among the hard riders about Boston to see who will be the first man to get to the reservoir in the spring. This year the honor must be awarded to French, of the Press Club. He has "been there" and the evidence is given in the case by Anderson, keeper of records and cakes, at the reservoir gate.

Plans for a New England circuit are making hereabouts, and the race promoters are taking hold of the scheme with interest. Some few of the smaller towns may drop out, but this will not harm the circuit at all but rather serve to add strength to the plan. The smaller towns lie so near the larger cities, that they can participate in the larger meets.

Some very significant things were made manifest at the regular quarterly meeting of the board of officers held last Wednesday evening at Young's.

The Insurance Scheme was Lost

and the prize scheme went through with a rush. It was evident on the part of certain members to embarrass the chief consul in certain ways and $1,000 was appropriated for the spring division meet in Boston, May 30. The spirit of evident willingness to hamper Mr. Elliott was made manifest very early in the meeting. After the calling of the roll C. S. Howard, the secretary, showed a voluminous typewritten document, which he said was the report of his office, which had not been printed, as there was no official organ. Its reading was dispensed with and J. S. Dean immediately moved that the entire report be printed in the first number of the new *Bulletin*. It was a manifest impossibility, or if it were at all possible there would be nothing else in the paper. This motion was commented on by the chief consul, who said that it was not possible to do something which was impossible, but he would do the best he could. Some one suggested that Mr. Dean modify his motion so as not to embarrass the chief consul in his connection with the *Bulletin*, whereupon Mr. Dean said he would have to insist. What was the official *Bulletin* for, if not for such things as that? And he did insist. But the animus was so plainly manifested that there were many expressions of disgust among the members. One of the Boston papers in commenting on the incident said: "It was interesting to note that the opposition came from Mr. Dean, who, though he may say he has no connection with Mr. Fourdrinier's paper in any way, shape, or manner, has not shown the record of a transfer of the stock he formerly owned. Now nobody could suspect Mr. Dean of having any personal interest in the matter." Rather sarcastic!

The following committees have been announced by the chief consul: Racing board, Henry W. Robinson, J. W. Drown, A. B. Totten, A. O. Knight, and E. M. Thayer; touring, J. C. Kerrison, F. P. Sibley, C. G. Percival, A. K. Peck, and G. L. Sullivan. A. K. Peck has resigned (on a postal card, by the way) and is said to be sore on one or two "things." It is said that he refers to other members of the committee when he says "things." Other committees are: Rights and privileges, J. S. Dean, W. S. Slocum, G. A. Perkins; highway improvements, G. A. Perkins, J. B. Seward, C. L. Barker, L. W. Piper, F. H. Shute; rules and regulations, S. T. Williams, A. G. Frothingham, H. E. Morine, Abbot Bassett. J. B. Seward was appointed to fill a vacancy on the finance committee caused by the resignation of J. Fred Adams.

Secretary Bassett Has Got Settled

at last, and his office is spick and span. He furnishes the following membership schedule: 123 applications for membership and 194 renewals; total, 317. Most of these are from New York state, where there is a vigorous campaign going on, and Van Nort, of Pennsylvania, writes that he has a large bunch of both applications and renewals ready for mailing very soon. Massachusetts will get to work immediately, and she has this year a very attractive and serviceable handbook to offer the members. Mr. Bassett has a scheme for more revenue for the national body. He is a pretty good watch dog. He says that there are twelve divisions with more than 500 members, and the other thirty-seven have less. Now he says that of these thirty-seven smaller divisions, not more than ten of them ever spend a cent for their members. His idea is to leave the twelve larger divisions just as they are, requiring no more revenue from them, but assessing the thirty-seven smaller divisions, who rarely if ever spend a cent for their members, a larger percentage than they now pay into the national treasury.

Work on the famous Waltham track will commence very shortly and it will be greatly improved in many ways. Manager "Billie" Corcoran has lately uncovered the surface and says that the cement has not "lifted" an inch. It is all right and firm. He says that the outlook for good racing in Waltham has never been brighter than it is at present and has the confidence in his track to predict that many of the world's marks will be held there at the close of the season. When Dirnberger gets through his sojourn at Hot Springs and the weather gets warmer north he will come to Waltham. Sanger will come to Waltham to train and quarters there have already been engaged for him. George Taylor will be located there permanently this season and will open his little tooth blacksmith shop and be ready to plug the racing boys' teeth with lead or any other old thing.

Haggarty and Williams, the crack Waltham pacing team, have not signed with anybody as yet, but are negotiating with a well-known racing team. Arthur W. Porter is also in the same box. Eddie McDuffie has signed at last. He will ride this year in Class B for the Peerless Mfg. Co. His wheel is manufactured in Cleveland. He says that he is very well satisfied with the position and that he will not be obliged to give up his position as bicycle manager of Stevens, Freeze & Co.

The old Easy Club is to be revived in Boston this year. Several new offices will be created and it is expected that the first election will be productive of a very bitter and hot fight. A great deal depends on whether the officers are elected at the first or second meeting. The office of "grand easy" has four claimants already. Col. William Warren has the best show unless the original methods of easy elections are followed. In this method, Mr. Warren's chances are no better than another. This method calls for the placing in a hat of slips of paper with the names of the offices written on them and then each aspirant draws a slip. He becomes the officer which his slip calls for.

"TOMMY LOVES A LORD."

EDITOR THE BEARINGS: It is amusing as well as tiresome to me and to many others to listen to this never ending talk and dawdle of the "wheel being taken up by the fashionable world," and "How I Learned to Ride a Wheel." Some five years ago two young ladies, tired out from confinement in an office all day, were brave enough to bear the wrath of their people, the wise sayings of Mrs. Grundy, and the sneers and contempt of these same fashionables, and learned to ride a wheel, without the help of various "friends and butlers," and without the appreciation of an audience, save a sympathetic small boy, and mayhap a hard-hearted man, and then enjoyed life, and added to their already not small attractions, rosy cheeks, light spirits, and a generous fund of good health. They were the pioneers, and brave and good ones they were.

The papers did not then laud up the "craze" as they kindly termed it, but rather discouraged the same by long editorials on what was to befall our nation, etc. Then cycling was a pleasure, for you met only people who were riding for pleasure—men with brains; not the snobs of the fashionable world; not the callow, cigarette smoking youth, who did not have the necessary nerve to ride when Mrs. Grundy did not approve of it. There is one consolation, these callow youths may learn from the healthy, manly exercise that "a man's a man for a' that" and Cholly may give up his dearly beloved cigarette, and really may develop into a man.

So let us have a rest on these tiresome stories of the mastering of a wheel, as though it were a wild beast to be tamed; or how the New York 400 and the Chicago apers are going to have Rest Havens, *ad nauseam usque*. These two girl pioneers could fill a far more interesting column on a story of their runs and jaunts, their discoveries around Chicago, and out in the country; of long rides where no physicians were necessary; no centuries, but good, pleasant country rides, where, after a rest, the good country housefrau would be persuaded to give a dinner, which tasted better than the finest dinner in Chicago; of what people said and thought, etc., which I am sure would prove far more pleasurable and honest. Let us be Americans in all things and not running after and aping Vanity Fair in all things.

CHICAGO, March 15, 1895. M. E. T.

Harris on Americans.

A. W. Harris, the crack English professional, evidently has no love for American riders, for to a *Wheeling* representative he said: "There are some really good men among the French riders, and they never attempt foul play, nor yet resort to the Yankee tactics which insure Zimmerman winning races in which he might be beaten. What do I mean—pacing? No, pacing is fair enough; but 'nursing' the best position. Often enough last year if three Americans started in a race one of them would be riding to help Zimmy. All's fair in love and war, of course, so the rest of us had to stand it. And that's not the only drawback to the general good conduct of the American riders. They are always trying to best you—not beat you fair and square—but best you. Not that they were very successful, though for that matter I have good cause to growl about one of them. I made two or three bets with him—a 'tenner' each time—and won my money. When I get it I'll send you word. The French folk took less liking to the Yankees than to any other riders. Let a Frenchman win, and of course the enthusiasm can not be depicted; an Englishman is successful and the victory is almost as popular."

A Defect in Tandems.

Yet another defect, it seems, is showing itself in tandems, and this time it is the attachment which prevents the rear wheel moving in the fork slides. Great trouble has been experienced with one or two such fittings lately, owing to the attachments being too weak to keep the wheels in position. There is an enormous drag on a rear wheel of a tandem safety, so much indeed that the nuts on the axle will not by themselves always hold the wheel straight. It is advisable, in buying a double machine, to see that the attachment for preventing the rear wheel moving in the fork slides is a good one, for, even if the nuts get loose, the attachment should secure the wheel from being pulled forward by the chain, and also from slipping back. —*English Cycling*.

CONTENT.

Do you ever stop to think, when you are having an especially good time on your wheel, how little margin there is between supreme content and supreme disgust? A puncture that you can't repair, a crank key that obstinately refuses to stay firmly in place, a chain that is faulty in construction and thus runs hard, or a hundred and one things that the maker ought to have built right and adjusted right, but didn't, will make cloudy and disagreeable the most sunshiny day, and will cause even the laughter and pleasant words of friends to jar upon you.

It is in smoothing out these rough places in your cycling path that the board of experts which plans the famous Columbia bicycle serves you best. Every man on this board is a specialist, delving and mining in all cycling thought for the idea that will make his particular portion of the Columbia meet the demands of riders in the most satisfactory manner, and the results of their labors in 1895 Columbias assure to owners of the standard bicycle of the world a season of rarest cycling delight.

The single-tube tires are even nearer to perfection than in 1894, when they won the whole cycling world to the use of this form of tire by their remarkable success. The driving gear runs so smoothly and noiselessly that it is evident friction is almost entirely overcome. The chain especially is almost turning the heads of cycling wiseacres with its beauty and finish and accuracy of construction. The crank-shaft, narrow, strong, and simple, marks a new epoch in cycle construction, solving the problem of getting extremely narrow tread without weakening the frame, and removing the bugbear of loose cranks. The adjustable handle-bars are ideal in their promise of comfort.

All these items are but hints of the high quality the greatest manufacturers of high-grade bicycles are putting into Columbias at $100.

A Handsome Catalogue.

The *Sportsman's Review* says: The Columbia catalogue comes to us as nearly perfection, we believe, as a catalogue can be. Clear, clean print, on heavily embossed paper, is fortified and embellished by profuse illustrations of a truly artistic order. Horsemen and lady cyclists, naiads and wood nymphs—of the nineteenth century—are here displayed with beauties of boulevard and ball room. The wheelman, be he amateur or professional, clerk or farmer, gray-haired statesman or overgrown boy, may here find his prototype and see himself as others see him.

Its pages are devoted to a concise description of the various models, including highest grade bicycles for all sorts and conditions of men and women—racers, tandems, etc. In addition to their new Model 41 they present a lady's Columbia with diamond frame and 26-inch wheels. A complete description of driving gear, bearings, tires, pedals, adjustable handle-bar, and saddle is given. Next we find a full account of machinery and materials employed in the Columbia factories, which are the largest in Connecticut, and the largest bicycle factories in the world. The Hartford Cycle Company, established in 1889 by the Pope Manufacturing Company, next comes in for its share of attention. The name of the Pope Manufacturing Company in connection with the Hartford is sufficient guarantee of its excellence.

The catalogue may be obtained free by calling on the nearest Columbia agent, or it will be mailed for two 2-cent stamps by addressing the Publishing Department of the Pope Manufacturing Company, Hartford, Conn.

Fame.

The poet Pope won lasting fame
By writing "Essays upon Man";
But man's devices, I opine,
Were something quite beyond his line.
Methinks I see his stunned amaze
If bicycles had met his gaze.
"Oh, what a wondrous complication!
It beats the Dutch and all creation,
No head, no feet, wheel upon wheel,
A labyrinth of springy steel.
For once I own myself dead beat,
And throw my laurels at your feet.
The man that made those cycles fly
Must be a greater Pope than I."

GENERAL (in near future): "Quick! What news?"

AIDE (breathlessly): "The enemy's bicycle brigade is attacking our flank."

GENERAL (promptly): "Tell the gunners to load with tacks."

CYCLE THIEVES.

Mr. A. E. Curdy, of Pontiac, Mich., recently had his Columbia bicycle stolen from his residence. The case was put into the hands of Under-Sheriff Frank E. Jenkins, who carefully reviewed all suspects under his jurisdiction, and as one of them had suddenly disappeared after the loss of the wheel he was practically settled upon as the bicycle thief. Following this clew, and getting certain points from an accomplice, he put a detective over the latter and had the mails closely watched, which resulted in spotting a letter from the thief that located him in Toledo, Ohio. Sheriff Jenkins went over there as quickly as possible and found the man with the wheel. He was a desperate character, carrying a 44-caliber revolver ready for defending himself in case of emergency, but as he was found asleep the arrest was easily made. Without any requisition papers he was hustled across the state line and taken to Pontiac, where he was put on trial and sentenced to five years in state's prison, and Sheriff Jenkins received the $50 Columbia reward.

This reward stands as a substantial form of insurance on your bicycle, if you ride a Columbia; it is arrest and conviction to steal a Columbia.

Unquestioned responsibility is behind Columbia bicycles.

In selecting your 1895 machine one thing is certain—you *know* you will be satisfied if you buy a Columbia.

Most Improvements in

Columbia

Standard for the World.

$100

Get a Catalogue—
Instructive.

Free from any Columbia agent, if you call, or mailed by us for two 2-cent stamps



If you would learn how fully the 1895 Columbia keeps its place as the Standard Bicycle of the World, examine its

Crank Shaft (no keys)
Handle Bar (adjustable)
Frame (large, rigid tubing)
Tires (single-tube or Dunlop)
Rims (laminated)
Barrel Hubs with large balls
Chain (beautiful, frictionless)
Finish (Columbia—ever the best)

Every machine, whether for man or for woman, is just as it should be—a

$100
Wise economy in every dollar.

Columbia,
Unequalled, Unapproached.

Best of low-priced machines are
Hartfords—$80 $60 $50.

Branches:
BOSTON. NEW YORK. CHICAGO.
BUFFALO. PROVIDENCE. SAN FRANCISCO.

Pope Mfg. Co.
GENERAL OFFICES AND FACTORIES
HARTFORD
CONN.



Elf=Tiger Cyclist's
Investigating Committee.

1st Lieut.—I say, Captain, this end of the crank axle needs no key.

Color Bearer.—There is no use for a crank key on this end, Captain.

Pacemaker.—Hollow as a drum, Captain, and has the true crucible steel ring.

2d Lieut.—It's all in one piece, Captain. Single adjustment, needs no tool but the wrench, and has a narrow tread.

Captain.—Call the boys, Bugler. The Victor crank axle is what we want. No crank keys! Let her go, boys, altogether. Rah! Rah! Rah! Victor is a Tiger, best we ever saw.

OVERMAN WHEEL CO.

Boston. New York. Detroit. Denver.
Pacific Coast: San Francisco. Los Angeles. Portland.

UP THE NAUGATUCK VALLEY.

Bridgeport, Ansonia, Waterbury, and Naugatuck are Experiencing a Boom—Trade Prospects Bright.

ANSONIA, CONN., March 11.—Although somewhat early in the season, as it goes in Connecticut, a trip through the Naugatuck Valley from Bridgeport to Waterbury reveals a most promising outlook for business and an increasing interest in matters pertaining to cycling. Severally the wheelmen have had a most successful winter and are now waiting for the oceans of mud to disappear to make wheeling once more a possibility.

Dealers throughout the valley are of the opinion that the increased sales will more than make up for the reduction in prices, and are laying in an increased stock in anticipation of a rush when the season fairly opens. The Bridgeport Brass Co., the maker of the Searchlight lantern, has a large number of orders on hand. The Gun Implement Co., which turns out a very neat cyclometer, reports business is on the increase and very satisfactory. H. H. Brantigam, who makes a specialty of Ramblers and McCunes, has the '95 models of these wheels on exhibition and can be found every evening explaining the advantages of the Rambler to an admiring audience. It is reported that Wilkinson & Manwaring, handling Columbias, Stearns, and Crescents, are to dispose of their business to Stiff & Past, the Water Street dealers; but the report lacks confirmation. Bridgeport, after having been out of it as regard meets for years, is now equipped with what is said to be

The Finest Track in the State.

Through the influence of the Bridgeport Wheel Club and the Ramblers, McMahon & Wren, owners of the island resort, Pleasure Beach, commissioned Geo. O. Starr, engineeer, and B. D. Pierce, contractor, to construct a



Bridgeport's track.

third-mile track similar to that at Waltham, Mass. The surface is the same as that famous record-breaking track, and is banked for a 2-minute pace. The straightaway is 408 feet long. The homestretch is 250 feet. The grand stand, built from plans of architect Joseph O'Brien, by A. A. Bown, is a model in its way, having a seating capacity of 2,000, with ample space for officials and reporters. Telegraph and telephone communication are afforded by direct cable from the track to Bridgeport, and thus the results of races may reach the various papers as speedily as if the track were situated in the heart of the city.

Efforts will be made during the season to establish records. The midsummer meet of the Bridgeport Wheel Club will probably start the ball rolling. The racing opens with the Decoration Day meet of the Ramblers. In Tommy Aston, Fred C. Hoyt, Harry Elliott, and W. B. Middlebrook the Ramblers have a team which will set the pace for anything in the state. The racing season promises to be lively at Pleasure Beach.

Up the valley a dozen miles the dealers in Derby and Ansonia are as wide awake as they make 'em and are showing a much more complete line than heretofore. D. N. Clark, with the Victor as a drawing card, expects to do a good business in his territory. H. H. Porter had a good thing in the Waverley last year and intends to push it along this season. W. H. Gaffney, with the Keating up, will be perfectly satisfied if he can equal last year's sales. He intends opening a large repair department, something Ansonia needs badly. He is an expert at difficult repair work and will have his hands full to take care of all the wrecks.

Each City Supports a Flourishing Club

with a membership of probably 300. Smokers, pool, billiard, and whist tournaments make the winter evenings only too short. The Ansonia Wheel Club has just finished its series of tournaments and is now engaged in duplicate whist with the Ansonia Club, the leading business men's club of the city. The fifth anniversary of the club occurred March 12, on which evening it held the usual smoker, musical, and banquet, probably the most largely attended of any of the club affairs.

Naugatuck and Waterbury dealers are hardly in line yet, but expect to get there as usual. The Waterbury Wheel Club has lately reorganized and moved into new quarters on North Main Street. The Wanderers, of Naugatuck, have outgrown their suite of rooms in the city hall, and are looking about for more commodious quarters.

STATESMEN AND DIPLOMATS RIDE.

The Magnificent Streets of Washington an Attraction—Prominent People who Like the Sport.

WASHINGTON, D. C., March 16.—The city of Washington, with its miles and miles of smooth asphalt pavements and good country roads, is perhaps the most desirable city in the United States for cycling, and its people are not slow to appreciate these advantages, much to the satisfaction of the dealers. It numbers among its devotees congressmen, diplomats, and many others high in official and social life. Thousands of government clerks of both sexes go to and from their offices on wheels.

Many congressmen have taken to cycling as a relaxation from their arduous official duties, and the sport is destined to become very popular among the members of the lower house. Congressman Bellamy Storer, of Cincinnati, and Hon. Tom L. Johnson, the millionaire congressman from Cleveland, are both enthusiastic wheelmen, and are frequently seen astride the steel steed. Jerry Simpson has ridden a bicycle ever since he came to Washington, and has become very proficient, but he will now have to change from the smooth streets of Washington to the rough prairie land of Kansas, he having failed to be re-elected at the last election.

The question that presents itself in ecclesiastical circles as to whether the bicycle is undignified brings to mind the fact that the senate is not addicted to the wheel (in bicycle form). The inference would therefore be that the senate considers it undignified to bestride the steel steed. However, this will not be regarded as a conclusive settlement of the question. The senate can not be accepted as the final standard in these matters, as it has been known to do things which

Clergymen Would not Hesitate to Pronounce Unseemly.

The sport is becoming very popular among the younger members of the diplomatic corps. Of course it is not quite befitting the position of a minister to ride a bicycle, but there are many of them who are yet active in body who would be glad to take the exercise were it compatible with the dignity of their offices. It is to be hoped that some popular minister will set the fashion, and he is sure to have many followers.

Marquis Imperiali, first secretary of the Italian embassy, rides very well, and seems to derive a great deal of benefit from the exercise. Count Buisseret, of the Belgian legation, and Oscar de Amaral, first secretary of the Brazilian legation, are frequently seen in the country on bicycles. The British embassy has several good riders, among them Bax Ironsides and John Ford. The Russian legation is represented by Pierre Botkine, second secretary.

For a long time society frowned on cycling as being undignified, but quite recently it received the seal of approval of a select few, and now bids fair to become a "craze," and a sensible "craze" too. Many of those prominent in society are seen on Connecticut Avenue on bicycles, and the oval back of the White House is also a popular place for cyclists. Not long ago a prominent society woman, while riding in the White House grounds, had the misfortune to run her wheel in a rut. The result was a bad tumble, which scraped considerable skin from her cheek, and put a damper on her enthusiasm.

Bloomers do not seem to have the call in Washington, although a few have been seen; but it is not likely that they will be worn to any great extent. During the session of the women's council, recently held in this city, Miss Frances Seavey read an interesting paper on the question of bicycle dress. It is quite likely that the dress advocated by Miss Seavey will become very popular with the lady cyclists of Washington.

Now that the social season has ended many society women will turn to cycling

In Order to Build up their Systems,

which have been run down by several months of entertaining. It may be interesting to many to know that such prominent society people as Lieutenant McCrea and E. K. Rawson, of the navy; Dr. R. Porter, Alex. Legare, R. E. W. Stockard, Mrs. Wright, Miss Alice Belknap, the Misses Wallach, and Mrs. Magruder are all cyclists, as are many more who form Washington's society proper. Doctor May was the first member of the Metropolitan Club to introduce cycling, but his example has been followed by Professor Emmons, Jesse Brown, Robert Chilton, and several others. Hon. Truxtion Beale, ex-minister to Persia, who married Miss Hattie Blaine last fall, frequently rides out with his wife.

W. W. Rockhill, third assistant secretary of state, and Clinton Furbush, director of the Bureau of American Republics, have taken up cycling and appear to derive a great deal of pleasure from it. Mrs. Wright, sister of Doctor May, was one of the first women to learn to ride, but her example was quickly followed by Mrs. Shepard, Miss McFarlane, Miss Whitley, and Mrs. Thombs.

Altogether, no city in the country has so many prominent riders as the national capital.

Doctor Parkhurst the Latest Convert.

The Rev. Dr. Parkhurst is one of the latest acquisitions to the already large number of cycling enthusiasts in New York. He has been taking lessons for the past two weeks at the Tourist Hall of the Bidwell-Tinkham Cycle Co., in Fifty-ninth Street, and is fast learning to ride. He expects to get out on the road before many weeks are over. He goes at wheeling in the same earnest way he has gone at everything else—with wild enthusiasm—and thinks inside of a year everybody will ride.

What

What makes a good wheel?
Sterling construction, Sterling material, Sterling ideas, Sterling workers.

The Sterling

(Built like a watch)

What makes it the best bicycle built?
Its Sterling construction.
Other bicycles can not be as good because they are not the Sterling.
What if it does cost more?
What do you want but the best?
What shall we do?
Send you a catalogue?

Sterling Cycle Works,

236-240 Carroll Ave., D

Chicago.

CHICAGO—Sieg & Walpole Co., 285 Wabash Ave.
NEW YORK—Schoverling, Daly & Gales, 302 Broadway.

SAN JOSE'S TRACK COMPLETED.

SAN JOSE, CAL., March 11.—Last Friday afternoon the last square of cement used in the construction of the Garden City's three-lap track was laid, and the first modern track on the coast was finished.

President Lampkin, of the Garden Citys, and a score of invited guests, had assembled to witness the completion of the work, and when the masons had smoothed off the surface of the last square, President Lampkin broke a bottle of champagne on the hard surface, and in a speech fitting the occasion named the course, "The Garden City Cyclers' Bicycle Track."

Russel Cushing, one of the best Class B men in the club, had the honor to be the first to ride on the new track. He says that the track is perfect the turns and banking are hardly noticeable, and the surface is as smooth as glass.

The Garden Citys are the first to announce the personnel of their relay team. The following men will represent the club in the great race: Wilbur Edwards, Jack Alexander, Henry Smith, Oscar Osen, Russel Cushing, Allan Jones, Tony Delmas, Clarence Davis, Al Jarman, and Al Hubbard.

It has been definitely decided to have the initial race meet on the new track on April 19 and 20. All of the eastern men now in California are booked to appear and the long disputed question as to who is the better man, Ziegler or Edwards, will be settled. Neither of these men have come together for over a year, and a race meet in which they compete will surely be a financial success. The Columbia team will train on the new track, as will the Falcon team and the California Rambler team. On the arrival of the Columbia team Wednesday night they will be escorted to the Garden City's new rooms and banquetted.

The San Jose Road Club is about to open negotiations with the Garden City Cyclers for the use of their new track some time before

Otto Ziegler, the Club's Champion,

goes to Louisville. It is very probable that the Cyclers will consent to them having the track, as that will be the last step toward healing the breach that has existed between these two clubs for some time past. The Road Club is desirous to be on friendly terms with the Garden City and the Garden City will meet them more than halfway on any proposition. If the Road Club can not secure the Garden City's track, they will open negotiations with the San Francisco Bicycle Track Association for the use of the five-lap cement track controlled by the association, generally known as the Bay City Wheelmen's track.

The Road Club is preparing to put a very strong team in the field to represent it in the annual relay race. Otto Ziegler will ride the last ten miles for the club and will go into special training for the great event, which is the most important race of the year and which serves the double purpose of deciding which club has the best team of ten men in this part of the state and of keeping the sport before the public, for thousands and thousands of non-riders assemble along the entire course.

The Road Club held a road race yesterday for the purpose of selecting some of the relay race. The race was for ten miles and although the roads were very dusty and rutty, caused by lack of rain, the time was excellent and had the roads been in better condition the coast record would surely have been lowered. C. C. Peppin, one of the club's best road men, was the only one to meet with an accident and although considerably shaken up secured second place. The men finished as follows:

PO.	NAME.	TIME.	PO.	NAME.	TIME
1	T. E. Belloli	27:51	2	C. C. Peppin	29:53
6	A. Schwall	27:57	9	R. Hammond	30:45
7	G. Hardenbrook	28:27	5	C. K. Benjamin	31:37
8	W. Harris	28:35	11	C. E. Warren	31:42
3	M. O'Brien	29:36	10	C. E. High	33:16
4	F. Smith	29:36			

VETERANS AFTER THE WHEELMEN.

MINNEAPOLIS, MINN., March 16.—The annual row over the Decoration Day races at Lake Harriet is on again, and bids fair to assume threatening proportions. Last year the G. A. R. posts of the city made an ineffectual attempt to stop the races after the meetings had been arranged, claiming that such sports were a desecration of the day, and they were not a little chagrined when the wheelmen came out ahead. This year the same element has again arrayed itself in opposition, and threatens to sue out an injunction, restraining the park board from issuing a permit for the use of the boulevards for the races. At the last meeting of the Minneapolis Cycle Club, Ltd., a delegate from the G. A. R. was present, and requested the club to change the races to some other date. As the club is made up almost entirely of men whose duties require their attention on all days except legal holidays, and as the arrangements for the races had been practically completed, the members of the club declined to make the change asked for. What the outcome will be remains to be seen. The wheelmen of the city contend that they pay as much for the maintenance of the boulevards as do the Grand Army men, and that they have as much right to their use for a race as the G. A. R. has for their parade. Further the cyclists claim that

The Day is a Legal Holiday,

is largely devoted to athletic sports all over the country, and that the race will in no way interfere with the G. A. R. movement, as it does not occur till late in the afternoon, when the memorial exercises will have been completed. The wheelmen have the city press on their side, and are confident hat the programme will be carried out.

A bill has been introduced in the legislature to take $150,000 from the gross earnings fund and expend it for roads and bridges. What fate the bill may have is uncertain as it is still in the hands of the committee on roads and bridges, but it is sincerely to be hoped that it may become a law. The members of the present legislature have shown themselves to be very friendly to any legislation that has been favored by the wheelmen and their successors will not be likely to be less courteous. The cyclists are getting numerous enough now to elect most any one on whom they combine, and the result is they are listened to with more courtesy than a few years ago.

Saturday the bill providing for the taxing of bicycles as personal property was reported from the house committee that had it in charge with

A Recommendation That it Pass.

F. M. Smith & Bros., of St. Paul, are making preparations to manufacture a number of the gophers this season. The members of this firm are both experienced men and have a wide knowledge of the wants of riders, which they promise will be fully met in their wheel. It will be a strictly high-grade wheel in every respect.

Tom Bird, the St. Paul crack, has a mania for high gears, and is now building one for this season's use which is 128. Berney Bird, who holds more records than any other Class A man in the state, will ride a Syracuse in the races this year on which he will use only a 64 gear.

A very welcome addition to the fast wheelmen of the northwest will be Peder Oestlund the Norweigan skater who came to this country last winter to race with John S. Johnson. Oestlund, it now turn out, is a speedy wheelman as well as skater, and has a record in his home country of 2:15. A number of the fast men here have seen him ride and all of them are of the opinion that he can reduce that record very materially and that he will do so before the season closes. Oestlund has joined the Limited and will wear the club colors this season. It is expected that he will prove to be one of the fastest Class A men in the northwest.

CYCLING IN CUBA.

W. M. Bunting, of Florence, Ala., recently paid a flying visit to Cuba. He had a splendid time, and writes of his experience as follows: "At Havana I found Mr. Morales, late of New Orleans, THE BEARINGS' representative, who gave me a hearty welcome, and talked of local wheeling matters and things in the States. I met several local dealers, among them two brothers from New York, Messrs. Heymann Bros., who carry wheels as a side line. They are both enthusiastic wheelmen, and have been leaders in introducing bicycling in the island. They are members of the two cycling clubs, and have taken a leading part in making cycling popular. I found the signs of 'Sapolio' and 'Have you used Pears' soap?' displayed conspicuously, which reminded me that Yankee push and enterprise could be seen the world over. They are also agents for the famous Waterbury watches. I found only a few grades of cheap American wheels used. The English wheels lead, with German and French next. Wood rims have not yet been introduced, and my light roadster attracted considerable attention among the local cracks, who jabbered away like signs, and seemed highly pleased. I found two tracks in and near the city owned by the two clubs respectively. One is a quarter-mile track with flat turns, and very dangerous for fast riding. The other track is larger, but the surface is not so good. My companion hung to the curves like a fly on the wall and laughed to see me run wide. Races are run frequently, and the people take to the sport, which is rather crude as yet. I found some first-class riders who would make fast men with good tracks and regular training. The sport needs an up-to-date leader to manage it.

"They publish a monthly magazine, *El Cyclista*, a very nice sheet with good engravings and withal creditable. I visited the track when Jack Prince fiascoed last year. Jack jumped his contract with one club a few days before his race, which terminated disastrously to both clubs on account of the hard feeling and the dissatisfaction of the public. Wheeling has a future in Cuba and among all Spanish speaking people. They take to the sport naturally and are enthusiastic wheelmen. The public approve of it and give it their hearty support. On our return I stopped in Tampa, Orlando, Sanford, Jacksonville, and St. Augustine, all of which are good wheeling towns. Jacksonville is wildly enthusiastic and has a fine quarter-mile track. The roads leading out from the city are splendid, while the city has many paved streets, and is spending a million dollars on streets and public improvements. Florida will have a good season for wheels, and the sport is fast getting a strong foothold there."

A Tough Century.

MINNEAPOLIS, MINN., March 18.—A. A. Hanson and W. B. Jackson made a tough century run yesterday over the Northfield course. They started at 8 a. m. and arrived at Northfield a little after noon. The roads began to soften under the warm sun and the wheeling was execrable. The return trip had to be made over the railway ties and in the face of wind that was blowing a gale and filled the air with clouds of dust. It took them 9 hours to make the return and when they rolled into town at midnight they resembled a pair of animated mudballs. Hanson said it was the hardest ride he ever made.

The twenty-five mile Pacific Coast road record has again been broken. Walter Foster negotiated the distance over the San Leandro Triangle course, March 3, in 1:12:55⅘. Foster rode G. & J. racing tires on a Rambler racer.

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, MARCH 22, 1895. No. 3.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

Agents and riders of the Fowler bicycle have repeatedly told us that in their opinion there was no other bicycle as good. They have told us that the workmanship, and the design, and the finish, and, in fact, nearly every vital point about the "jigger" were correct as far as people know anything about building bicycles in this age. Even admitting, for possible error in assertions, as to the excellences that belong to the Fowler bicycle, we could not doubt the judgment of our agents and other customers, whose preferences are not controlled by anything else than the policy of buying the best bicycle they can at the best price. If they did not think our machine was at least as close to the ideal—to what might be termed "the people's model"—as any other in the market, they wouldn't buy it. Would they? No, we editorially guess not.

Speaking about guessing reminds us that a large amount of that style of arriving at conclusions is to be found in the papers nowadays. Americans abroad are usually "spotted" by means of listening to them say, "I guess so," or "I reckon," and those expressions probably come from the prevalence of the guessing habit as followed in reality.

Bicycle makers point out by means of their "ads" in the papers the merits of their product, and they are apt either to tell of how this or that man rode a mile on their machine, up hill and in the face of the wind, and while he was not feeling very well either, or else they tell you that their bicycle will "stand more" than any other.

"The little that they do is but half nobly true."

Or else,

"The little that they see from doubt is never free."

Well, for instance, here's a man who

THE ONLY MAN
who ever rode over
21,000 MILES
in one year did it on
"The Fowler"
"Most highly finished bicycle in the world."

says simply that his machine "leads." Leads what? Leads the horses down to the watering trough? Of course it must lead something. The man who makes that machine makes a good machine, and he does not explain all when he says that it "leads." That machine ought to have an owner who wasn't so modest, because the people who know nothing whatever about the machine are left to make their own conclusions about its leading a procession of old and decrepit contraptions or the fleet flyers of the race track.

Why Not Accept Favorable Conditions?

And there's the manufacturer whose man goes out on the road and rides a straightaway mile, up hill, against the wind, with poor pacemaking, and a stomach ache, in 1:30 or 1:20. Now, why on earth do these fellows select windy days and up-hill courses, and then give us startling performances, saying "it was not a very good day for records, anyway."

Why don't they turn around and ride down hill instead of up hill, and thereby get the figures way down below zero? In the words of Monsieur Jean S. Johnson, we bet that we "would just about knock off that figure 1 and leave only the :30 or the :20." Just time enough to start and stop your watch.

HUNDREDS OF "BEST BICYCLES."

And this is a testimonial which the rider of the Toostrong bicycle sent to the manufacturer after he had passed through a thrilling accident on the road: "At the time it happened I was riding on the side of the road and trying to get past the wagon. At this point in the play a friend of mine entered from rear center, riding one of



the well-known Tinspout bicycles, and tried to pass me by violating that hoary old law of impenetrability. He didn't

The Fowler Truth

do it. My wheel came through without a scratch, while the Tinspout bicycle looked like the remains of the Liberal Arts Building."

The trouble with this "ad" is that the young man omits the possibility that the wagon ran over the other fellow's bicycle, which has been known to make a difference in such cases.

A certain manufacturer says: "These wheels sell themselves." Now that's a bold statement. Moreover, it may make some of the other manufacturers indulge in the reflection that perhaps they are pursuing a wrong policy in sending men all over the country trying to sell their goods. A bicycle that will sell itself would be as convenient as two pockets in a shirt. It would, however, if generally adopted, prove a hardship to the nice young men who are trying to make their marks as salesmen. There's Bode, and Bliss, and Lumsden, and Jordan, and Crowther, and Tuttle, and Bob Slusser, and Bob Lennie, and Dan Canary, and many other bargain drivers who would be thrown out of jobs, and that would not be right. No, bicycles that sell themselves might be a good thing, but they would come as a very radical "future," even more revolutionary than automatic machinery, which dispenses with the crafts of men.

Mr. So-and-So says his machines are "built like bicycles," and another concern declares its product is "built like a watch," so that with one factory having in mind the imitation of a time piece and the other a bicycle, you can take your choice and perhaps marvel that the results are practically alike as far as the general features of the up-to-date bicycle are concerned.

There are perhaps fifty cycle manufacturers in the United States who declare that their bicycles are "the highest of all high grades." Now just as sure as somebody made little apples there are forty-nine of those gentlemen mistaken.

A tire millionaire says, "twice as good as any other tires." How does he figure it out, even though it may be true?

Another tire man says, "fastest, safest, and most durable tires made." That doesn't leave any room whatsoever for the gentleman who has just spoken.

Still another maker gives you to understand that riding on his bicycle is almost like flying. It is strange that nobody has yet thought of that little verse about the bedbug, as adapted to the bicycle. For instance:

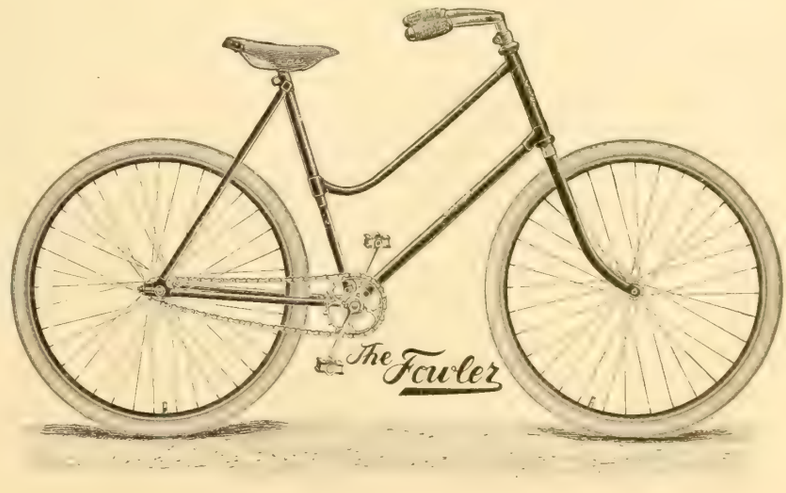
The Junebug wheel has its rims of gold,
The Hotdog wheel the flame,
The Bedbug wheel has no rims at all,
But it gets there just the same.

CHICAGO BLOOMERS BOOMING.

Our New Ladies' Wheel, The Cut Of Which Appeared In The Last Issue Of The Truth, Is Attracting Considerable Attention. It's A Capital Good Wheel, And We Are Receiving Many Orders.

This new pattern, which is a compromise between the man's bicycle for woman and the woman's bicycle, will suit those ladies who, while not refusing to wear bloomers, are hardly in accord with the necessity of riding astride, just like men. As a thought dealer remarked a few years ago, when current wisdom would not fit anything a year hence, "there are graduations in degradations, and you can't redirect the trend of the universe in a day." No, this ain't Paris, but if the streets ever come up through the filth, and the latter blows away, we will show you some "bloomer girls" mounted on Fowler bicycles who are just as fine looking as any picture.

An item appeared in one of the English papers not long ago to the effect that some cycle dealer in "'Igh 'Olborn" Street, London, had a 20½-pound bicycle in his window for exhibition. The sidewalk was so crowded that people who wanted to pass had to go out into the street, it was such an unusual sight. The bloomin' man who looked over fifty heads and saw the latest wonder in English bicycle construction went 'ome and 'ung 'is 'at on the 'all tree and told his family that England beat the world. Now what would that man think if he could see some of the American real light wheels? If you see him anywhere send him to the Fowler factory, where he can see any number of machines that are "under age" in the matter of weight.



DESERVES A NICE NAME.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

MORAL: ADVERTISE IN "THE BEARINGS."
A man may guy,
And a man may lie,
And a man may puff and blow:
But he can't get trade
By sitting in the shade.
Waiting for business to grow.—THE BOOKKEEPER.

PHILADELPHIA TRADE NEWS.

PHILADELPHIA, March 16.—The local branch of E. C. Stearns & Co. was formally opened to the public on Friday and Saturday. The agency is under the management of Wiese & Bowen and is certainly a credit to the makers of the Stearns wheels. It is located in the Arch Street Opera House Building and next door but one to the Rambler agents, right in the heart of "Cycle Alley."

The store was handsomely decorated with the Stearns colors—orange and black—together with flowers and growing plants, and presented a very beautiful appearance. All the '95 models of the Stearns were shown to the large number of persons who visited the store during the two days' reception, and all expressed themselves as satisfied with what they had seen. Although this was the formal opening, the firm has been ready for business for the past month or so, and during that time has done considerable business. Wiese & Bowen are also the local agents of the Hilliard cyclometer.

The success of the Indiana Bicycle Co. since the opening of its local branch a few weeks ago has been unprecedented. The reputation of the Waverley wheels seems to have kept a firm hold on local cyclers, and when an agency was established they lost no time in visiting Manager Simmons. At first the firm did not intend to allow anything on old wheels, wanting to secure new riders, but this plan did not suit the wheelmen. A couple of weeks ago Manager Simmons was authorized to allow on second hand wheels what he thought they were worth, and the result is that the Waverley wheel is in great demand. Mr. Simmons is very popular among the club men, and he is inducing them to ride Waverleys, with the result that in one club alone there are nearly a dozen Waverley riders already.

The Union Cycle Mfg. Co. has commenced the sale of over one hundred high-grade second-hand wheels of every make. They are in excellent condition and will undoubtedly find ready buyers.

Garden & Brewster, the Victor and Crescent agents, are very busy these days, and wheels are being sold as fast as they can be taken out of the crates. The firm is offering the Crescent on installments, the terms being $5 down and $6.25 per month for twelve months.

The bicycle and athletic goods recently acquired by A. G. Spalding & Bros. when they bought out Bailey's are now being disposed of at the Chestnut Street store. There are some good bargains in bicycles, and new riders have no trouble in buying a mount at their own price.

Jacob Rech & Sons are handling the Clipper and Liberty wheels in addition to the Sterling this year, and are doing a good business with all three makes. The former is listed at $60 and weighs 25 pounds.

Charles S. Smith & Co., the Rambler and Stormer agents, have opened a bicycle stable at their store Tenth and Arch streets, and are already doing a good business storing wheels during the day for the small price of $1 a month.

CHEAP WHEELS HELP TRADE.

MINNEAPOLIS, MINN., March 16.—"What effect will the large number of dealers in cheap wheels have on your trade?" was the question put by the representative of THE BEARINGS to a number of the firms who handle nothing but high-grade wheels.

"We have only the kindliest feelings for these people," said the manager of one of the largest houses in the Twin Cities. "Over half of our customers thus far this spring have been those who purchased cheap wheels last season after having been made to believe that more than half of the price of a high-grade wheel was profit, and that one that sold for from $45 to $50 was equally good. Now they are disposing of them for what they can get, and are buying the best mounts that are in the market. It's a positive advantage to us to have these second-class wheels on sale. People who are doubtful about their ability to learn to ride, or who intend to use their wheels only for the sake of a little exercise and to come and go to their work, buy them, fall in love with the sport, and then they buy good wheels the next season. Then, too, in our repair shops, two-thirds of the work we get comes from the owners of this class of wheels, so that eventually we make as much from the sale of an inferior wheel by some one else as we do from the sale of a high-grade wheel by ourselves. I don't think there is a dealer in the Twin Cities who regrets the second-grade wheels being on sale.

It May Lessen the Number of our Sales

for the present, but it comes to us in larger volume the next season, if not before."

"You would be surprised if you could stand in our store one day and see the class of men who are purchasing bicycles this spring," said F. M. Washburne, of the Heath Cycle Co. "I have just sold a Stearns to one of the most solid and conservative business men in this city, and have his check in my pocket. I was never more surprised in my life than to see this man come in and buy a wheel. And so it goes every day. People are gradually being awakened to the fact that the bicycle is a necessity as well as a luxury, and I would not be surprised to see two-thirds of the solid men of Minneapolis riding this summer. Another fact worthy of note is the number of ladies who are adopting rational costume and buying diamond-frame wheels. It looks now as though drop frames would soon be a drug in this market."

Tandems are to be in demand this summer if the signs speak truly. Every dealer in the city has ordered a sample machine and several of them have booked orders. These orders come largely from men who have ridden for some time and who wish a machine that will enable them to allow their wives to share the sport with them. All the tandems spoken for thus far are diamond frames and the ladies who occupy seats on them will wear the rational costume. Just what shape this will take has not been yet decided on, but at least one woman makes no secret of her intention to adopt knickerbockers as her suit for the coming summer.

TRADE HAPPENINGS.

WILKESBARRE, PA.—Robert Johnson, bicycles, will open a new store at 10 and 12 North Main Street, April 1. He will add a bicycle repairing department, and increase his stock of bicycles and sporting goods.

SARATOGA, N. Y.—The Sterling Bicycle Co. will establish a branch on Spring Street. The company has leased the Casino for that purpose. Mr. Roland will be resident manager. A riding school will be carried on and a rental business conducted.

MERIDEN, CONN.—Robert E. Badger, bicycles, opened a new store on Center Street.

FAIRFIELD, FLA.—Harry Richard, bicycles, commenced business.

GUTHRIE, OKLA.—The Olsmith Arms Co. will put in a full line of bicycles, and conduct a general bicycle supply business.

NEWBURG, N. Y.—The Reinhart Yuenger Co., bicycles, will open a new store April 1.

COHOES, N. Y.—Clute Bros., bicycles, etc., removed to larger quarters, 72 Remsen Street.

GOSHEN, IND.—Charles Parker and Joseph Gallagher, a new firm, with $2,000 capital will manufacture the Spark bicycle. They invite correspondence with manufacturers of bicycle parts.

SARATOGA, N. Y.—The Hulbert Bicycle Co. has succeeded to the business of Hulbert Bros., heretofore doing business at 334 Broadway, which firm has been dissolved, C. N. Hulbert continuing the business, under the style first mentioned. He will pay all outstanding claims against the old firm. On March 30 the business will be removed to 352 Broadway.

TERRE HAUTE, IND.—William A. Hunter, livery stable, 514-518 Ohio Street, will add a bicycle department, handling the Victor, Frasier, and Outing bicycles. The new department will be under the management of Alley Baker, formerly of the bicycle firm of Baker & Watson.

MADISONVILLE, KY.—Walter Pratt, bicycles, will open a new store in the Hog Eye Block.

ROCHESTER, N. Y.—C. J. Conolly, bicycles, opened a new store at 47 Exchange Place.

FONDA, N. Y.—Peter W. Sitterly and Lee Cole have formed a partnership, to commence the bicycle business. They will handle the Remington.

WASHINGTON, D. C.—The Overman Wheel Co., 715 Thirteenth Street, will remove to 909 Pennsylvania Avenue, and add a full line of athletic goods of their own stock. A bicycle repair shop will also be added.

AUBURN, N. Y.—Lawson & Son, bicycles and sporting goods, have opened a branch house at Binghamton. They will continue their business in this city.

WASHINGTON, D. C.—M. A. Tappan, sporting goods, 1013 Pennsylvania Avenue, is preparing to open a bicycle repairing department. He is carrying the Spalding wheel and a full line of sundries.

COUNCIL BLUFFS, IOWA.—S. M. Williamson & Co., bicycles, partnership dissolved. Business continued by S. M. Williamson.

BATTLE CREEK, MICH.—J. E. Hall has retired from the Hall-Jones Cycle Co., and the business will be continued by Mr. Jones.

BIG SPRINGS, TEX.—Bressis Bros. & Co., drygoods, etc., contemplate adding bicycle department, and invite correspondence with manufacturers of bicycles and bicycle sundries.

DAYTON, TENN.—A. G. Slawson, hardware, etc., will take up bicycles. Desires correspondence with the manufacturers of wheels and sundries.

OMAHA, NEB.—A. H. Perrigo & Co., bicycles, dissolution of partnership reported C. W. Dabney continuing the business.

SHELBY, N. C.—W. H. Miller, publisher the *Aurora*, desires agency for a good bicycle. Correspondence with manufacturers invited.

BATAVIA, N. Y.—Moses E. True, bicycles, and manufacturers of other articles, reported to have given bill of sale for $550.

CUTHBERT, GA.—W. A. Roberts, house furnishing goods, will add a bicycle department, and solicits correspondence with circulars and price lists from manufacturers of bicycles and bicycle sundries.

BELLEFONTE, PA.—John S. Waite, bicycles, will open a new store after April 1.

ALVIN, TEX.—W. H. Nash & Co., hardware, etc., will add a bicycle department, and solicits propositions from manufacturers of bicycles and bicycle sundries.

BIRMINGHAM, ALA.—Iron City Cycle Co., Robert Safely, manager, will manufacture a 22-pound wheel. A bicycle repair shop has been added to the business.

BRISTOL, TENN.—J. M. Barker & Co., hardware, will take up bicycles. Correspondence with manufacturers invited.

ATLANTA, GA.—The W. D. Gash Co., of Asheville, N. C., bicycles, etc., will open headquarters here, with D. S. Gudger in charge of the Asheville branch.

ALICE, TEX.—L. G. Collins, hardware and vehicles, will add bicycle department. Correspondence invited with manufacturers.

Made a Mistake.

EDITOR THE BEARINGS: We wish to call attention through the means of your valuable publication to an error in our catalogue. In the description of the Royal Limited it reads, "any kind of tire, excepting the Dunlop," this is an error which escaped our notice, and should read, "any kind of tire, especially the Dunlop."

By inserting the correction you will greatly oblige,

Yours very truly,

MARSHALL, MICH., March 18. ROYAL CYCLE WORKS.

ENGLISH TRADE NOTES.

LONDON, March 9.—The Beeston Pneumatic Tire and Valve Co. is now in voluntary liquidation and a new company is to be formed, phoenix like, out of the ashes of the old one.

The Palmer tire people have hit on a new process of vulcanization which is said not only to avoid damaging the fabric of the tire in any way, but to absolutely preserve it from outside influences. If this be true, the Palmer should boom more than ever.

The *Cyclist* announces that G. P. Mills has invented a new plan of fixing the adjusting cones of bearings by means of providing the latter with a lug which is divided by a saw cut. After the cone has been adjusted a screw passing through the lug is tightened and so pulls the two portions of the lug together thus fixing the cone. For the life of me I can not see where there is anything new in this. I have ridden a machine with this method of adjustment years ago. Perhaps, however, the description is wrong, but if it is not I fear G. P. M. has discovered a mare's nest.

John Harrington, the well-known hardware manufacturer, is about to turn his business into a limited company under the title of "Harrington's Patents, Ltd." The capital is to be $125,000. We have not heard so much of Mr. Harrington in connection with the cycle trade of late years, but perhaps the company will bring the business to the front again.

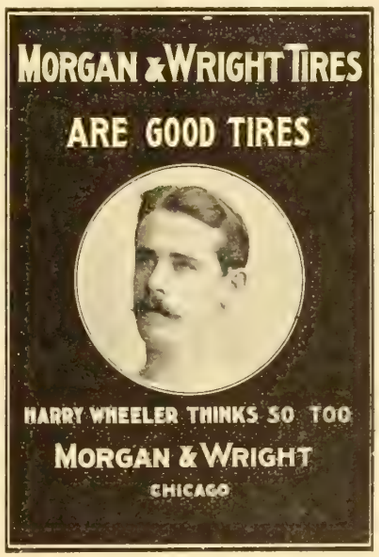
Most of the English cycling papers are now agreed that the Bamboo cycle is a fad, but nevertheless I hear that the capital for the company, which was to be floated to manufacture these machines, has been subscribed. I suppose this has been on the strength of the silly paragraphs which have gone the rounds of most of the dailies anent these machines, and which were for a time backed up by flattering reports in the less scrupulous cycling journals, which will puff anything for the sake of an "ad."

The shares of the John Griffiths Corporation, which are for $5 fully paid up, are now down to less than half. How is this? What a grand flourish of trumpets the affair started with, and what a result!

The news has gone forth that the Palmer Tire Co. is to be reconstructed, and if all that I hear be true some of the largest cycle manufacturing houses in this country will be in the new concern. Verily the outlook for the smaller tire companies is not a pleasing one.

If any proof were needed that the cycle press of this country is entirely dependent upon the trade for its very existence, it has been given in the collapse of *Bicycling News*. True, the paper has not been in what might be styled a very flourishing condition for years, but while it kept its advertisements it managed to rub along. When, however, it started the independent racket things were apparently different, and now the oldest cycling journal has been incorporated with *Sport and Play*, a paper of professionalism of the deepest dye.

Yet another new cycling publication has been brought out and of course on the old lines so far as advertisements go. It is a monthly, and is styled the *Lady Cyclist*, but is mostly given over to the ravings of the supporters of rational dress. Perhaps it may succeed, but I fancy the trade could very well have done without it.



I have seen one of the samples of Messrs. Perry & Co.'s latest pattern of detachable gear wheel and I think it is a most excellent thing. The wheel screws on the boss of the crank on a right-hand thread, and is held in position by a left-hand threaded locking ring-nut, after the manner in which chain wheels are usually fixed to hubs. The crank is attached to the axle by means of a cottor-pin of the usual pattern. The wheel combines all the advantages as to narrow tread, etc., of those patterns wherein the chain wheel and crank are all in one piece, but has a great point in its favor in that it can be removed from the crank should the latter meet with an accident. I much prefer it to any type of wheel I have as yet seen, and I fancy it will be appreciated by the trade.

Although the frost has gone, the weather as yet shows no signs of improving and consequently the season bids fair to open late. This may not, however, prove very bad for the trade, and as Easter falls so late I hope that the orders which generally come in at that time—though they are not often executed then—will not be less than usual. At present only the most enthusiastic riders are thinking seriously of active cycling, but I hope things will improve shortly. In spite, however, of the adverse weather a good many of the Coventry houses are busier than they have been for two or three years past, so that when the season does open it bids fair to be an excellent one.

Yet another maniac has reinvented the chainless safety. This time it hails from Newcastle. I think that it is too bad to trot this out now; we expect it at the shows and are prepared for it. Somebody ought to fix a close time for these things.

A good electric lamp has been placed on the market by the Arabian Oil Co. I am about to experiment with it and hope to find it work all right. It can be recharged at home with a fluid sold at a cheap rate by the company, and will burn for nine hours. The price, too, is very moderate. I will say more about this lamp after a practical trial, but if appearances go for anything it should turn out a complete success.

LONDON, March 2.—I hear that H. Hadden has resigned his position as manager of the Beeston Tire Co., so that it is evident that he at least is not one of those who think that a satisfactory business may be done in the future. Mr. Larrette, who is a shareholder in the concern, is also of the same opinion if we may judge from his remarks upon the matter in the *Athletic News*.

The Rudge-Whitworth Co. seem to be opening depots in many of the principal towns and the latest is one in Belfast. It is a curious thing to note that nearly all cycle depots in this country are under the management of racing men, and I for one question whether this state of things is satisfactory for the trade. I think that the public would often be better attended to by men who are not and never have been racing cyclists. The racing man is not the best judge of a machine, or is his opinion worth anything to the ordinary wheelman and genuine tourist; these are, however, the class of buyers most wanted, for they are the people who pay big prices, but the average racing salesman treats them as hardly worth consideration and cares nothing for their wants and particular requirements.

The Duchess of Westminster has just purchased a Beeston Humber, but as yet there is no authentic information as to whether it is for the use of herself or her maid. I should bet six to four on the maid.

But if cycles are not so much used by the aristocracy as some people would have us believe, there is no doubt that pneumatic tired carriages are rapidly being taken to by the wealthy in this country. Dan Albone has supplied three of these vehicles to very distinguished customers lately, and those who have ridden in a trap of this description can testify that no other type of carriage can for a moment compare with it. The only drawback is the cost, but when the tire patents run out this will no doubt be very considerably reduced.

I understand that the Quadrant Cycle Co. are doing a really fair amount of business with their spring-frame machine, and that last week they received an order for 100 machines of this type. It would therefore appear that

Spring Frames Are Not Quite so Dead

as some people would have us suppose, but if this is the case I can not imagine why it was that the Whippet, which was far and away the best invention of this type ever put upon the market, did not take. Perhaps it was that it was brought out nearly at the same time as pneumatic tires, and that consequently people went in for the latter under the impression that all vibration would be done away with by their use.

The petition of D. Moseley & Sons for the winding up of the Preston-Davies Tire & Valve Co. came before the chancery division on the 20th ulto. and was allowed to stand over for a little time as the company have passed a resolution for a voluntary winding up.

There is evidently going to be a mania for wood rims for a little time at least, and yet another is now put upon the market in real earnest. The new rim, which is of the one-piece variety, is manufactured by the Saracenic Co., of Rickmansworth. Many of the present hands employed by the company were, curiously enough, engaged nearly twenty-five years ago in manufacturing wood rims for the boneshakers of those days. I have not seen the new rim as yet but hope to do so at an early date.

J. H. Ball, who recently left the Nottingham Machinists' Co. for whom he had been manager for some considerable time, has entered into partnership with E. S. Collins. The new firm, which will supply parts, etc., to the trade, has taken works at Beeston, which are being fitted up with tools and machinery of the latest pattern, and business will be carried on under the title of the Beeston Cycle Fittings Co.

The weights of tires is a question of great importance, and I can not understand how it is that those used in America are said to be so very much lighter than those supplied over here. I have this morning weighed a pair of the best and lightest rims made and a pair of road racing pneumatics by the first tire company of the land, and the total comes to no less than 7¼ pounds. Add the weight of the hubs and spokes and we find that a pair of even specially light wheels scale about 9 pounds. The tires weighed were 1½ and 1⅝ inch.

I wonder that the

Spokes Used by the Union Company

of your country have not been more sought after by the trade here. I am having a pair of wheels built for my own riding with these spokes, which are swaged down in the center leaving a butt at each end to take the strain at the bend at the hub and at the thread for the nipple. The gauge is very light, but I am certain the spokes will stand well.

The Nottingham Machinists' Co. is to be voluntarily wound up under the provisions of the Companies Acts, and Mr. Tutin has been appointed liquidator for the purpose. The company sold first rate stuff but seems to have been unfortunate.

WILL O' THE WISP.

BLOOD--RED HOT BLOOD

is what the Indians used in bygone days to stain their bows and arrows, so history tells us. Nevertheless this is a world of progress, and because "Sycamore Bill," the noble chieftain of the noted Wampoo tribe, would not consent to the use of his "phiz" in connection with the embellishment of this page, there need be no sleepless nights or gore spots on the moon. Just the samee, the famous

CRIMSON RIMS

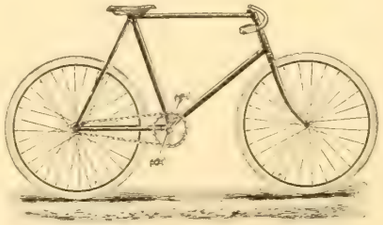
keep on winning prizes, winning glories, making friends, and making champions daily.

Have you heard the good news from far off Arizona?—5 firsts, 4 seconds, and 1 third won on the SYRACUSE, and all on Washington's Birthday, too.

Manufacturers:

Syracuse Cycle Co.,

Syracuse, N. Y.



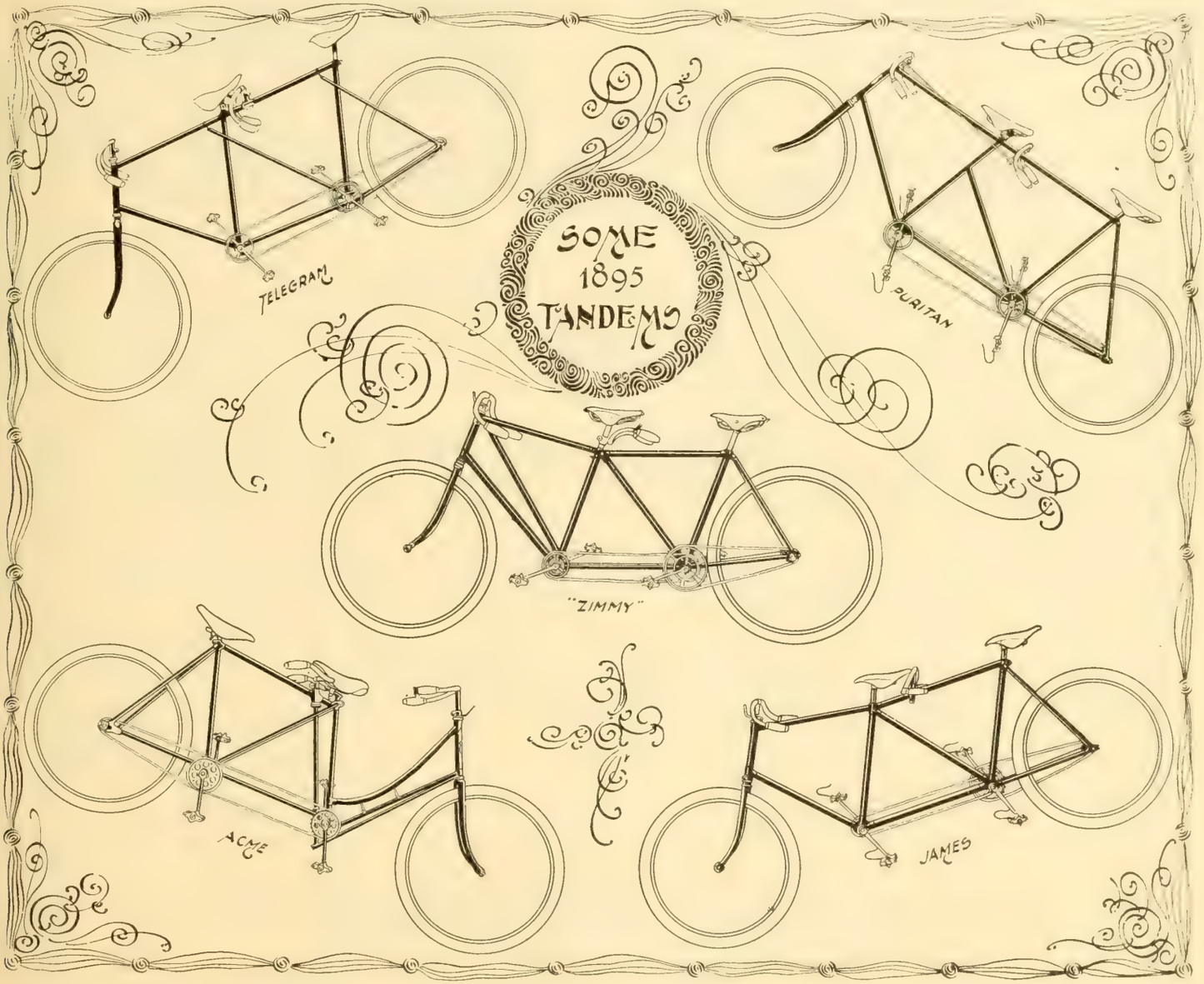
Western Agents:

A. F. Shapleigh Hardware Co.

St. Louis, Mo.

INFLUENCE OF BICYCLES UPON MACHINE TOOLS.

It must be conceded that the demands created by the manufacture of the bicycle have exerted a marked influence upon machine tools, with the consequent result of a long line of devices especially intended for the production of the particular parts of the wheel. In addition standard tools have been changed, in a more or less extended degree, in order that they might the better meet these demands. The designer was governed by the fact that these machines must turn out work with the greatest accuracy, as the bicycle is, in the strictest sense, built upon the interchangeable principle—thousands of the same part must be as near alike as it is possible to make them. Again, the wonderfully brisk competition that has sprung up within the last very few years in the bicycle industry has made acceptable any device that will increase the output and thereby lessen the cost of manufacturing, and at the same time preserve the needed accuracy. The market has been open to the inventor with the certain assurance of ample reward if successful.

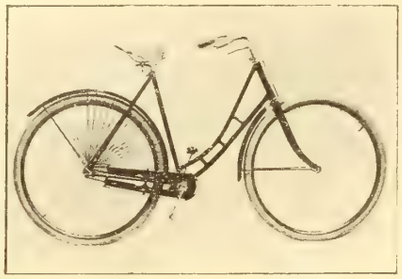


The real points of excellence that make one bicycle superior to any other, or a dozen different wheels as better than all the others, are not to be found in the design. Even as one star may differ from another in magnitude, the exact extent of the difference is not very apparent to the naked eye. With bicycle designs it is the same thing; distinct differences in the wheels as a whole must be sought for with care, and even then individual peculiarities may not appear to be very prominent. The essential dissimilarity in the wheels of today lies, first, we think, in the quality of the material entering the wheel, and second, in the skill and workmanship displayed in its construction. If this be true, then until some radical innovation is made in the design, the special tool will assume one of the most improtant roles in the production of the wheel.

We can perhaps best illustrate this by the following: Several years ago a concern noted for the adaptability and superior excellence of their tools, and who had had a similar experience in assisting the development of sewing machines, clocks, and revolvers, became convinced that the bicycle industry would reach vast proportions in the near future. They studied the wheel from their point of view as builders of special tools. When the demand came for tools of that character, intended for making bicycle parts they were ready to meet it. Other firms have done the same thing, so that now it is possible to buy machines for making each and every part of a bicycle. Old designs, tools that have become standard, have been modified in accordance with the new requirements, and tools new in arrangement and design have appeared in numbers. There are now to be found, built by different establishments, machines for making crank-shaft brackets from the solid, lathes for turning the axles, milling machines for making the sprocket wheels, screw machines for the nipples, rolls for truly shaping the tires, and drills for rapidly and accurately boring the wooden rims, machines for making the chain links and devices for riveting them by pressure, and so on. These tools have appeared solely in answer to the demands made by the bicycle, but notwithstanding this they will undoubtedly find a more or less wide application in other industries, and the principles embodied in their construction will have an influence upon machines of like character that have long been on the market. The best ideas found in them will reach other applications, perhaps in lines very distinct in their nature from those that called them forth.

Looking at this condition of affairs from the other side, it might be stated with truth that the growth of the bicycle trade to its present extent in such a short time would not have been possible if the machine tool had been less perfect. The bicycle industry would have followed the experience of the revolver manufacturer, in which the tools had to be developed first, and the time of the appearance of a first-class wheel would have been correspondingly deferred. But when the bicycle demanded it the tool was instantly ready for the work. The tools that are following are in the direction of refinement, and are designed to better the construction and still further reduce the cost.—*Iron Age.*

"Zimmerman Abroad and Points on Training," by J. M. Erwin and A. A. Zimmerman, will be ready for distribution about April 1. On sale by newsdealers and at all cycling headquarters. Sent postpaid on receipt of 50 cents directed to J. M. Erwin, Room 906, 218 La Salle Street, Chicago *





MORE THAN 200

TRAVELING SALESMEN
ARE SELLING

ECLIPSE CYCLES

"THEY STAND THE TEST."

Drop us a line and we will send catalogue and advise you when the "Eclipse man" will call on you.

EXCLUSIVE AGENCIES GIVEN.

ECLIPSE BICYCLE Co

INDIANAPOLIS, IND. BEAVER FALLS, PA. HAMILTON, CANADA.

Simmons Hdw. Co., St. Louis, Mo. Bindley Hdw. Co., Pittsburg, Pa.
P. Mott & Co., Paris, France. Hammacher & Delius, Hamburg, Germany.

THE SPEEDER FACTORY.

The Speeder Cycle Co., of New Castle, Ind., has just gone into the bicycle business. It is prepared to do business on a large scale as may be seen by the accompanying cut of its factory. The changeable gear used by this company was invented by Dr. Jacob Redding and it certainly has merit. The frame of the wheel is constructed after the most approved lines for beauty, strength, and lightness, and the entire mount is absolutely high-grade in every respect. In addition to this the speeder is so constructed as to give the rider an instantaneous change of gear from a higher to a lower, and vice versa, at his pleasure. This object is attained simply by the slight movement of a small hand lever, conveniently situated relative to the



rider, and can be effected without any jar or shock to the machinery or rider, however fast or slow the speed at the time.

To attain this most desirable result of a changeable gear, the front sprocket wheel is made hollow, and has a system of spur gear wheels within, so arranged that by locking one of the shaft wheels to the frame of the cycle by an automatic clutch, the gear is set in motion, with the result of an increased speed. By liberating the clutch the wheels are so locked together as to cause the sprocket and contents to revolve as a solid mass, thus giving the standard or low gear. It is ball-bearing, durable, and compact, self-oiling and positively dust-proof.

Humber & Co., America, Ltd., are issuing "The Secretary's Easy Chair," a weekly bulletin to the trade. It is well written and is evidently the work of E. H. Wilcox, superintendent of agencies.

THEY ARE IMPOSTORS.

EDITOR THE BEARINGS: There is a certain concern doing business by circular offering National bicycles at a cut price, and stating them to be first-class high-grade $100 wheels. Inasmuch as we have been using and extensively advertising the name National, it is self apparent that the worth of it is recognized by others. Will you favor us by publishing this letter, that intending purchasers and our agents may generally understand that National bicycles are not sold in this way, that all wheels turned out by us carry our name plate and also all the distinctive features that make them readily recognized, and that all bicycles made by us are sold under no other name, obliging, Very truly yours,

BAY CITY, MICH., March 18. NATIONAL CYCLE MFG. CO.

A Waverley Traveler.

Ed Pelz is an addition to the traveling forces of the Indiana Bicycle Co., with southern Illinois for his territory. Mr. Pelz is a well-known man in his part of the state and is a charter member of the Galva (Ill.) Cycling Club, and is the promoter of the meets held in Galva. He has done considerable racing himself. He ought to make a success with the Waverley.



ED PELZ.

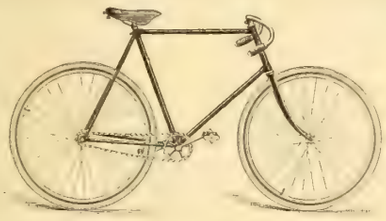
G. & J.'s Score.

They are beginning to score early. In the Olympic Club five-mile road race, held at San Leandro, Cal., March 10, Walter Foster, from scratch, won first time prize and second place. First place prize was captured by Charles Lemon. Both rode Rambler racers. On same day, and over the same course, Bob Terrill, on his Rambler No. 10, won the first time prize in the Bay City Wheelmen's ten-mile road race. All of these winners used G. & J. racing tires.

M. Newman, the well-known Chicago cloak maker, has gone into the manufacture of sporting clothing on a large scale. His line of bloomer costumes for ladies deserves special mention, both for the beauty of the goods and the stylishness of their make-up. Mr. Newman's originality in these costumes is in keeping with his past fame as a stylish cloak manufacturer.

E. C. Stearns & Co. are furnishing their agents with handsome stationery at cost price.

C. W. Mackenbach, of Portland, Ind., wishes terms from manufacturers of bicycles and sundries.



FINE WORK TELLS.

The bearings and running gear of a bicycle is its most vital part. Nickel and enamel will not make a wheel run easy

EXAMINE THE BEARINGS OF A

TRIBUNE

and you will see why Tribunes excel; also examine the

Cycloidal Sprocket

and you will understand why they run so easy. If you desire the perfection of mechanical skill

Buy a TRIBUNE.

SEND FOR CATALOGUE.

Chicago Agents:
ALEXANDER H. REVELL & CO.,
Cor. Wabash Ave. and Adams St.

THE BLACK MFG. CO., Erie, Pa.

IF YOU KNOW A GOOD THING WHEN YOU SEE IT

JUST TAKE A LOOK AT

...THE...

Arrow, Rex, and Climax Tires

MANUFACTURED BY

THE EASTERN RUBBER MFG. CO., TRENTON, N. J., U. S. A.

CATALOGUE FREE.

Mention The Bearings

WATCH THE DIAMOND THIS YEAR.

IT IS THE WHEEL OF WHEELS.

Although very light, they have greater strength than any other bicycle.
Fewer parts and less brazed joints than in any other bicycle proves this.

RIDE DIAMONDS TO WIN DIAMONDS.

LOVELL DIAMOND BICYCLES CAN NOT BE BEATEN.

Bicycles in all sizes, styles, and prices. Largest line.

Illustrated Catalogue for the asking. AGENTS WANTED.

JOHN P. LOVELL ARMS CO., Boston, Mass.

Mention The Bearings.

RIGGS RETURNS TO SYRACUSE.

After a short residence in Boston, Frank C. Riggs, who has been with the New England branch of E. C. Stearns & Co., has returned to Syracuse to take charge of the commercial division of the home office. The largely increasing business of the manufacturers of the Yellow Fellow makes the change necessary, and the agents of the firm are to be congratulated. Those who know Mr. Riggs appreciate that the wishes of E. C. Stearns & Co. to serve their patrons promptly and faithfully will be carefully carried out. He has had a long and varied experience in the cycling trade, having been manager of a large retail business in Chicago for several years, and having also spent considerable time on the road, is particularly fitted for the important position he now occupies. Mr. Riggs was superintendent of agencies for E. C. Stearns & Co. last season. The large office force of this firm now includes another Chicago man in the person of H. R. Upp, the Illinois Cycling Club crackajack, who handles a pen skillfully, and produces many a pig-tailed Chinaman for the advertising department. Upp is likely to keep some of the Syracuse riders busy on the track this season.



FRANK C. RIGGS.

FINE SHOW OF BLOOMERS.

BOSTON, MASS., March 16.—Fred Graves is responsible for one of the cleverest advertising schemes that was ever tried in this city. Last week the Indiana company on Columbus Avenue advertised very extensively that it would show in its windows on Sunday some very fine and new bloomers. All the dailies printed squibs to the effect that something very new in the bloomer line could be seen, and all the boys were told that they would not like to miss it. Consequently early Sunday morning there was a good crowd on the avenue bright and early, and they all filed past the windows. And they saw a model of a man's wheel and a model of a woman's wheel, and both wheels were profusely decorated with beautiful red roses.

Pete Berlo has finished that quad and he and three other fellows went out to the reservoir the other day to give it a try. It went beautifully and Pete says that "dat wheel is a beaut, see?"

There is no busier man in Boston at the present time than Jim Linscott. He has now six different stores in as many places, yet he is never ruffled or troubled about anything. He carries the Falcon, Sterling, and Keating this season and is doing a good business, too. His great road race is taking up his time just at present. He says that the prizes this year will knock anything before offered by him.

Stevens, Freeze & Co. have opened branch stores in two of Boston's suburbs, and they are meeting with great success. They are carrying, as agents, a large assortment of standard makes and Eddie McDuffie is with them as their manager. There is no reason why they should not succeed.

The Smalley wheel is being handled in Boston by Peabody & Whitney, who are the largest manufacturers of toys in this part of the country. They report an encouraging sale and bright prospects.

Young Albert Pope, the manager of the Boston branch of the Pope company's store at Boston, is making a success of the business. The sales at this store have been enormous since the season opened and there is not a day that the store is not thronged all day long.

William Read & Sons are selling their last year's models for $65.

Wooden rims seem to catch on all right in England. The Fairbanks company has opened a branch factory for their manufacture in Draycott in Derbyshire. It is running at full blast and yet even now they are shipping from 500 to 1,000 pairs each week from this side.

Wright & Ditson, who handle the Spalding in this vicinity, have opened a branch at Lynn, ten miles from the gilded dome and report a good trade.

The Henry Sears Co.

The Henry Sears Co., maker of the Phantom, Specter, and Crow, has been established for thirty years and has spent a small fortune in making the name Sears famous in the cutlery business. It claims to have the largest and most complete assortment of fine table and pocket cutlery, carves, shears, and razors to be found in the country. It also jobs table cutlery. The bicycles handled by this concern are certainly handsome machines. The Phantom road wheel weighs 22 pounds and the racer 19 pounds. With a regular finish the Phantom lists at $100; full nickeled, $130. The ladies' Phantom weighs 24 pounds. The Specter weighs 23 pounds and lists at $85. The ladies' Specter weighs 25 pounds. The Crow weighs 27 pounds and lists at $75. The ladies' wheel weighs 30 pounds.

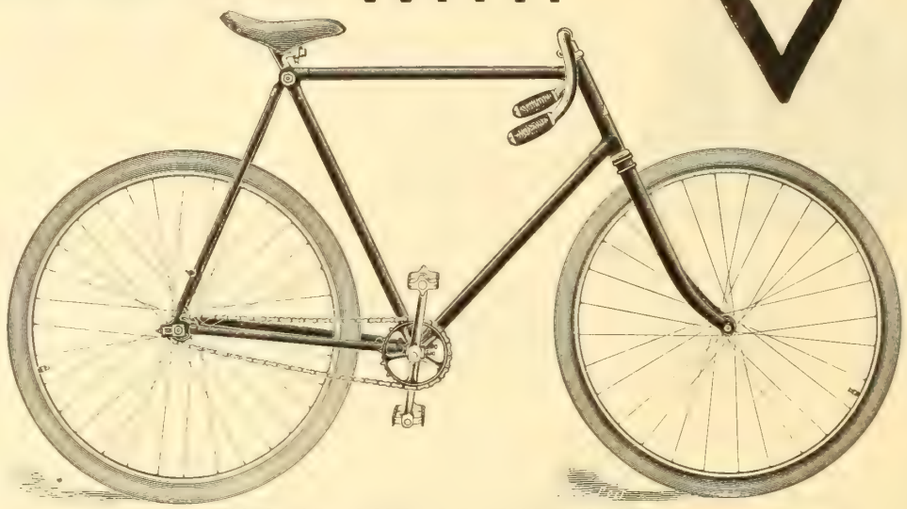
W. E. Riggs, of Fairfield, Neb., invites correspondence from manufacturers of high-grade wheels.

E IF YOU WANT E
A
CHEAP BICYCLE OR TANDEM
YOU WILL NOT BUY
AN EAGLE
WE MAKE ONLY THE BEST
THE EAGLE BICYCLE M'F'G. CO.
TORRINGTON, CONN.

PEERLESS
Riders Get There!
Agents Make Money!!
Write Us and Find Out WHY.

TRADE MARK

Briefly:
Better
Buy a
Bicycle
Built for
Business!





THIS IS ONE OF THAT KIND.

SEE THAT NAME: Peerless *"Just a Little Better Than the Best."*

THE PEERLESS MFG. CO., Cleveland, Ohio.

TRUING UP A FRAME.

Although, even in the building of a bicycle, extreme care is exercised in making all the parts accurately to gauge, the frame must be trued up after it has been finished. If the manufacturer finds this necessary, it is certainly essential for the ordinary repairer, who has not the opportunity of using parts made by the thousand and known to be alike. The method pursued in the repair shop of the Pope Mfg. Co. is illustrated in Figs. 13 and 14. The device shown in the first engraving is designed to hold the frame while it is being brought to its correct form. It is secured to the edge of a stout bench, and consists of an upright curved arm, in the upper end

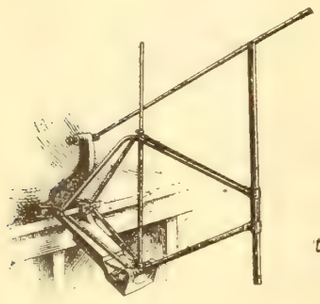


Fig. 13.—Holding the Frame for Truing Up

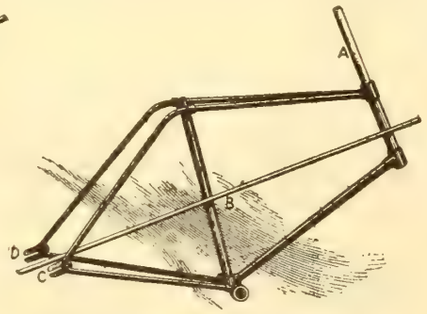


Fig. 15.—Truing a Frame.



Fig. 14.—Gauge for Truing up Frame.



Fig. 16.—Half Round Tongs.

of which is a stud carrying one end of a long straight rod, which is free to be swung up and down in a plane at right angles with the edge of the bench. Hinged to the foot of the curved arm is a second arm, which is formed of two parts fitted to slide upon each other so that the length of this arm can be adjusted to fit the frame to be tested. At the lower end of the second arm are two upwardly projecting lugs, formed with holes to receive the bolt passing through the crank shaft bracket of the frame. The forward end of the frame is secured in the angle of the arms by a cross bar held by a screw, as shown. The frame is thus held rigidly.

To test the frame a bar is inserted in the head socket and another in the diagonal tube. The swinging bar is then brought down, and if it touches both the upright bars their whole length it is known that the head is in line with the center tube, and that both are in line with the center of the rear end of the frame. If the swinging bar, being placed as shown in the drawing, touches only the bar in the head, then a lever is so placed in the frame that the head may be moved forward or toward the reader. In short, the frame is bent in the direction required to bring the two bars in the same plane.

The next engraving, Fig. 14, shows a gauge inserted in the forward end of the frame. This gauge is T shaped, the head of the T occupying the place of the axle of the wheel. The stem of the gauge is formed of a bar upon which slides a tube having a short pin extending across it at the center. The two side bars of the frame are bent until the distances between them and the ends of the cross-pin are equal. The gauge is then swung over, and the operation repeated between the other two side bars. These two operations insure the proper alignment of the several parts of the frame with the center of the rear wheel.

Another method of truing a frame, shown in Fig. 15, is practiced by F. L. C. Martin, Plainfield, N. J. A bar, A, is placed in the head socket and this is lined, by the eye, with the center tube. The frame is sprung as required until the two correspond. The object attained by introducing the bar is the practical lengthening of the socket, thereby obtaining a longer line over which to sight.

To find whether the socket and center tube lie in the same plane as the center of the rear end of the frame, the straight-edge B is employed. This is held against one side of the socket and center bar, and the distance from it to C measured. It is then held against the opposite side and the distance to D measured. The frame is bent until these measurements coincide.

Straightening a Bent Tube.

A tube that has been bent slightly can be straightened, but a tube that has been bent so that it is buckled can not be brought to its original lines and it should, therefore, be replaced with a new one. In a buckled tube the metal at the inner or concave side of the bend has been distorted to such an extent as to most materially lessen its strength, and it may be that it has been fractured at this point. One rule, which may be considered as axiomatic and which is rigidly followed by all of the leading bicycle manufacturers, is, "never attempt to straighten a buckled tube," because the tube has been weakened and it can not be relied upon. It may be that there is no flaw apparent to the eye, and yet it can be taken for granted that the usefulness of that tube has been completely destroyed.

A pernicious practice, fortunately not very common, is sometimes followed in the attempt to restore a buckled tube. In this method the bar

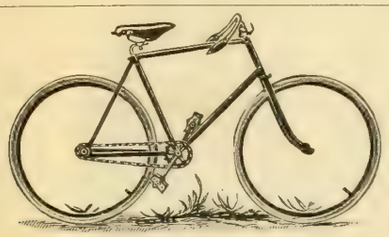
is heated, then placed across the anvil and struck with a light hammer on the bulging parts of the bend, the endeavor being to restore the tube to its first circular section. If the buckle has not been of too pronounced a character the workman may succeed in making a job apparently perfect, but he can not eliminate the weakness caused by the undue strain to which the metal has been submitted, or can he overcome the possibly faint hammer marks which will eventually show in the enamel. A useful tool for straightening a tube which has been bent slightly is shown in Fig. 16. The jaws of this pair of tongs are formed with semicircular grooves as indicated. The middle portion of one jaw is recessed to permit the entrance of the other, which is of such a length as to fit in the recess. The tube is placed in these jaws, and by careful manipulation is brought to its original straight condition.

Another and crude method consists in resting the tube upon two blocks of lead, with the bend uppermost, and then striking the bent part with a lead hammer. The best results are obtained with a comparatively light hammer, the result being more perfect and certain with many light blows than with a few heavy ones and the danger of producing a deep dent or a distortion in the opposite direction being proportionately lessened.—*Iron Age.*

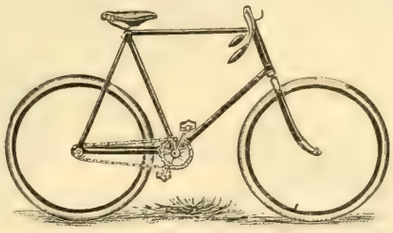
The Indiana Bicycle Co., which has been having some delay in getting wood rims enough to supply its wants, has now completed arrangements so that there will be no further delay. A week ago last Thursday its assembling department was increased from the sixty machines per day they had been shipping to 107 machines shipped on that day. Friday it shipped 147, and Saturday 203 machines, and expects to reach 250 per day by the middle of the week. As this concern has nearly 14,000 Waverleys, all completed ready for assembling, it is pretty safe to gamble on its trade being promptly supplied. It has recently added a single-tube tire as an option, and will supply it to all customers who prefer that style of tire.

Its plan of making the hosepipe is something entirely new, and permits of the tires being vulcanized in open steam instead of in a mold. This process, which has made Waverley tires famous in the past, will probably open a new field for the hosepipe. The company has just completed a new rubber plant, which began operation for the first time two weeks ago.

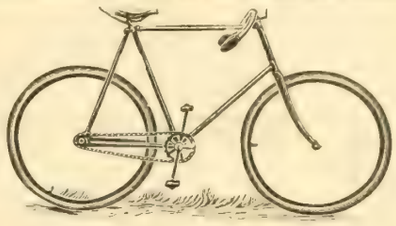
THE AJAX LINE.



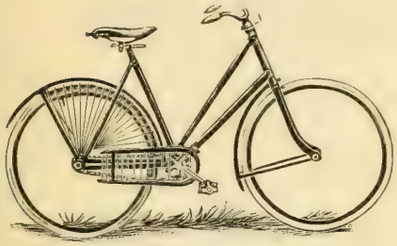
Tornado.



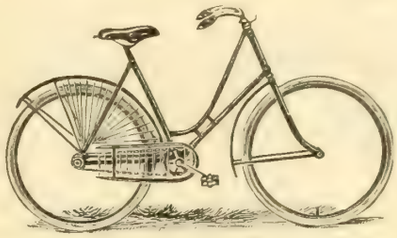
Varsity.



Courier.



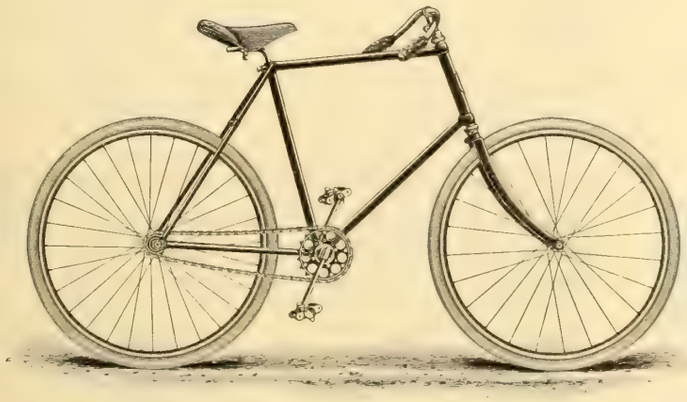
Gypsy.



Vassar.

THORSEN & CASSADY Co

141 AND 143 WABASH AVE., CHICAGO.



VICTOR BICYCLE FRAME No. 3.

SOLE AGENTS

VICTOR BICYCLES

IN ILLINOIS, WISCONSIN, AND IOWA.

ALSO

REMINGTON, STEARNS, LOVELL DIAMOND,

AND

WABASH BICYCLES.

To Teachers and Others.

For the meeting of the National Educational Association at Denver, Colo., in July next, the western trunk lines have named a rate of one standard fare, plus $2 for the round trip. Variable routes will be permitted. Special side trips at reduced rates will be arranged for from Denver to all the principal points of interest throughout Colorado, and those desiring to extend the trip to California, Oregon, and Washington will be accommodated at satisfactory rates. Teachers and others that desire, or intend attending this meeting or of making a western trip this summer, will find this their opportunity. The Chicago, Milwaukee & St. Paul Railway (first-class in every respect) will run through cars Chicago to Denver. For full particulars, write to or call on GEO. H. HEAFFORD, General Passenger and Ticket Agent, Chicago, Ill. * * *

3 REGISTERED. TRADE MARK.

"THREE IN ONE" COMPOUND FOR BICYCLES.

1.—**Cleans** a bicycle—chain, frame, wheels, and nickeled parts—in 10 minutes.
2.—**Prevents** sweat of the hand, water, and salt air from **rusting** the **nickel** and **steel**.
3.—**Lubricates Chain** and **Bearings**. It will not gum, collect dust, nor soil the clothing.

Manufactured by **G. W. COLE & CO., New York and Chicago.**

Mention The Bearings — Send 5 two-cent stamps for sample in oiler.

Keating — "365 DAYS AHEAD OF THEM ALL." — 17 to 23 Pounds — CATALOGUE FREE — FACTORY, HOLYOKE, MASS.

Mention The Bearings

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House — **is Headquarters for all Wheelmen....**

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

ILLINOIS CENTRAL I.C. R.R. CENTRAL ROUTE

CHICAGO TO ST. LOUIS — THE DIAMOND SPECIAL

SOLID VESTIBULE TRAIN.

Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing A. H HANSON, G. P. A. Ill. Cent. R. R. Chicago, Ill.

It's a good thing and you can push it along.

WHAT IS? WHY THE

POORMAN BICYCLE

J. E. POORMAN,

5 WEST FIFTH ST., CINCINNATI, OHIO.

Jobber of Develine Whistles.
Orders filled promptly.

Mention The Bearings

TOURNAMENT TICKETS FREE.

We show herewith a cut of the tournament tickets furnished by THE BEARINGS during 1894 to many of the race promoters all over the United States. These tickets are printed in three colors on good manila ticket board, the lower part below the perforation having on it the regular admission ticket of the promoters, which is torn off at the gate, the upper portion



being retained by the purchaser and worn as are the tickets at horse racing meetings.

We will, during 1895, continue to furnish these tickets FREE in quantities, printed, perforated, and strung ready for using, on application, with copy and information as to number required, etc. They are very attractive in appearance and should meet with a large demand. Tournament managers are requested to write for samples and any particulars not herein set forth. Address, Business Manager, The Bearings Publishing Co., Chicago.

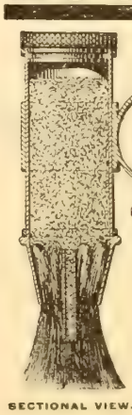
C. E. Weaver, of the Boston Woven Hose and Rubber Co., was in Chicago last week on one of his periodical western trips. He said that his firm was turning out 300 pairs of tires a day.

George Hilsendegen, of Detroit, will hold his first annual cycle show at the Detroit Wheelmen Hall, March 25, 26, and 27.

The Noderer Mfg. Co.'s factory is now running full blast. The Norderer company is behind in its orders, but hopes to be able to catch up by April 1.

Responsible agent for the sale of steel balls for cycle bearings required by an important German manufacturer. Address R. 7,438, care Rudolf Mosse, Munich (Germany). * * *

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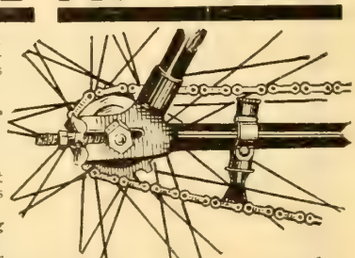


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THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol XI
No 9
CHICAGO, MARCH 29, 1895.

JOHNSON WILL FLOP.

Indications are that Tom Eck's Protege will Turn Professional and Sail for Sunny France this Week.

NEW YORK, March 25.—Matters in the cycling line hereabouts have been unusually rushing during the past week, and as a result metropolitan wheelmen find themselves with plenty of material for discussion in the clubs and through the trade generally.

Tom Eck's arrival in Gotham last Friday gave the daily newspaper writers a chance to boom that gentleman, Johnny, the Stearns, and everything else appertaining to their movements. As a matter of fact no one so far has published the correct version of Johnson's professional plans. There remains about as much doubt regarding his ultimate action as there is about the winner of a horse race—after all bets have been paid off. Johnson will turn professional—that is, he will admit that he is a professional—before this appears in print. He and Eck will sail by the first steamer available the latter part of this week. Furthermore Johnson's mount as a pro, it is said, will be a Beeston Humber. Negotiations with the Humber concern have been pending since the cycle show, and although no one connected therewith admits the truth of this assertion, yet on the other hand no one contradicts it. What the inducements are, or what the guaranteed amounts of cash are, have not as yet been made public, but one thing is certain, and that is that the "flop" will be a paying one, not only for Johnny but for the only Eck as well.

ECK CONSULTS MR. STEARNS.

SYRACUSE, N.Y., March 24.—Will Thomas W. Eck allow his valor to get the best of his discretion? This is a question cycle enthusiasts are asking themselves, for Eck has been in town now for several days, his approach on Stearns' fortress being heralded by an advance bulletin from the Toronto papers declaring that John S. Johnson had stated that he would away for the gold-lined shores of France whether his employer so willed or not. Eck entered the city on the dead quiet, took a good survey of the situation, and finally found himself seated in the private sanctum of the Stearns establishment. But the wily Thomas did not know that a newspaper man had been there an hour ahead of him with a fresh dispatch from up north, so he found Stearns loaded clean to the muzzle. But the arquebuse did not go off, for the pair arbitrated the question and came to the conclusion that erratic Yonny must first be heard from. Being immediately telegraphed for, his failure to present himself alarmed his trainer until another telegram informed the waiting parties that Johnson's friend, Miss Hulse, had died and the record breaker would remain to attend the funeral. Meanwhile affairs were in a great state of uncertainty. Eck argued and Stearns listened. In fact the latter had just perused the latest edition of a New York cycle journal and was in no affable mood. But he brightened up as Eck explained the wonderful advantages to be derived from a trip to Europe in the way of judicious advertising, and on Sunday night Mr. Stearns looked with more favor on the plan. Still he must consult Johnson and there was an immediate halt in the proceedings. This is written Sunday night and a few hours ago Mr. Stearns was inclined to think his best judgment would result in sending Eck and Johnson abroad for their health.

ZIM ACCEPTS HOUBEN'S DEFI.

Zimmerman will go to France this year after all. The way the Frenchmen have been talking about Houben and the latter's defi to race any man in the world has aroused the 'Skeeter and the lengthy Jerseyman has come to the conclusion that Houben's $5,000 would be a nice little addition to the champion's bank account, and has cabled the Belgian that he will accept the challenge.

The champion has written the following letter to J. M. Erwin, of Chicago, outlining his plans for '95:

"I have cabled to Paris, accepting Houben's challenge, and only await his reply to confirm his acceptance in the matter. The races, as I understand, will be three in number and will be for a purse of 25,000 francs ($5,000). I will go in training some time the last of April, and will sail for France about the middle of May. It is not necessary for me to say that I will be in condition and try to convince Mr. Houben that when he beat me out last year in Belgium I was far from being fit. After riding Houben in June, I will take a tour through Italy and will race in Turin, Milan and Florence. Here I will be joined by 'Nic' Kaufman, who will sail for Australia with me. After racing through Australia I will sail for America by the way of San Francisco. I see by the press that Tom Eck is going to take Johnson to the other side. That is good, as I think it would be interesting to the American public to see Eck make good his many 'challenges' to race. All I can say is that I will 'be there' and quite willing to ride Johnson, and if necessary will ride Houben and Johnson on the same afternoon.

A. A. ZIMMERMAN."

SYRACUSE TALKING TRACK.

SYRACUSE, N. Y., March 25.—Syracuse is in a great state of agitation over Johnson, and talk that has been going on for two weeks past that the city is to have a cycle track of its own. The dealers and manufacturers here have organized for mutual benefit and also to consider the feasibility of establishing a third-mile cement track at Kirk Park, exactly after the pattern of the Louisville circuit. They all see the necessity of such an oval, and some of the moneyed men will come up handsomely—at least they are expected to. The association is in a fair way to accomplish what is projected if they will go about it in the right way, and some of the hustlers declare they will do this. Even if this plan should fall through the owners of Kirk Park intend to transform that circuit, which is a half mile in circumference, into a cycle track and keep it that way during the summer. Inducements will be made to have the crack riders come to Syracuse to train, and the Stearns, Syracuse, and Barnes strings will certainly do so. A much larger aggregation is expected than were in Syracuse last spring by long odds. Good treatment is guaranteed by the local clubs.

Just at present there is some talk of moving the location of the Syracuse Athletic Association. The immense and elaborate stables erected by the dead millionaire, Crouse, which cost that gentleman $500,000, and which were sold last week for $17,550 at an auction sale, can now be purchased for a trifle more and the S. A. A. governing board is strongly urged by the members to consider the idea. If such action was taken the S. A. A. would have a clubhouse that the Manhattan Athletic Club could not excel. It is a masterpiece of the architect's art and it is considered one of the finest building of its kind in the state. This enterprise is well backed up and there is a possibility of the scheme going through.

The Century Cycling Club has secured a sanction from Chairman Gideon for July 4 and 5 and means to project a tournament that no city can equal on this Independence Day. Active preparations are now well under way to make the preliminary details and the announcement of committees will be made shortly. The Syracuse Athletic Association has petitioned Chairman Gideon through E. C. Stearns for one of the national circuit dates and Gideon has replied that there is a possibility of selecting Syracuse as one of the localities in which to locate the affair for the central part of New York state. The S. A. A. will also have a tournament on Labor Day and means to see that it is properly fostered.

In a Prosperous Condition.

KANSAS CITY, MO., March 25.—At the fourth annual meeting of the Kansas City Cyclists Albert Young was elected president; W. Quintell, vice-president; E. J. Lambert, secretary; C. E. Jacques, treasurer; O. C. Mandeville, captain. The club enters on its fifth year in a sound financial condition and with a membership of eighty-five. The twelve-room house which the club has occupied for the last three years is nicely furnished, with piano, billiard table, etc., but is entirely inadequate for the accomodation of the large and increasing membership, and more commodious quarters, with bowling alley, gymnasium, etc., are talked of. O. C. Mandeville, the new captain, is a centurion of note and was for three years captain of the Peoria Bicycle Club. He intends to make the club run—which was allowed last season to fall into almost utter desuetude—the most popular and attractive feature of the club membership, as it ought to be.

HE'S NOT OPPOSED TO IT.

Chairman Gideon Expresses His Views on the Three-Class System—Two Famous Clubs go to the Wall.

PHILADELPHIA, March 24.—The scheme proposed in last week's BEARINGS of making three classes of racing men and bringing the professionals and all kinds of racing men under the management of the League of American Wheelmen is gaining many followers, and although it is hardly probable that the situation will be changed any this year, the advocacy of the proposed rule will nevertheless leave such an imprint that its adoption may be assumed as one of the probabilities of the National Assembly of 1896.

The representative of THE BEARINGS conversed with some of the most prominent Philadelphia wheelmen during the past week, and without exception they were of the opinion that to adopt a three-class rule would be one of the wisest things the League could do. Of course there are many enemies to such a move as the one proposed, their argument being that if professional riders should be allowed to mingle with and become members of the L. A. W. there would be more crookedness than ever before, and that amateurism would be practically dead. The inconsistency of this view of the matter is apparent on the surface, and such a thing would hardly enter the mind of the more intelligent wheelman. With the control of all the racing, the League could make the riders walk a chalkline, as it were, and indeed if they did do anything out of the way or disobeyed the rules, what would become of them? They would have to give up racing for all time, and it is hardly likely that they would get themselves into trouble that would compel them to give up racing altogether.

George D. Gideon was seen at his office on North Seventh Street yesterday, and read the article in THE BEARINGS with much gusto. But when THE BEARINGS' man asked for his views on the matter he did not seem disposed to talk. A little pumping, however, brought out the fact that

He is not Really Opposed to It.

"I was elected to carry out the racing rules of the L. A. W," he said, "and I do not think it would be good policy to express my opinion, but aside from my official position, and as a wheelman and member of the L. A. W., I believe that it would be a good move, provided the crookedness that generally pervades professionalism could be eliminated. With the present class of professionals, such as Zimmerman, Banker, and Wheeler, I think that Class C would be all right. It is rather late to make a change this year, but it may come to pass at the next assembly."

There is probably no better judge of racing and a more honest wheelman than O. S. Bunnell, who refereed in the Cash Prize League, and to this old and trusted warrior THE BEARINGS' man hied.

"Of course I am in favor of it," he said, in answer to the query put to him, "and I believe that without any aid that it is bound to come. Things are tending that way now, and it will not be long ere the L. A. W. recognizes that it is the only feasible scheme. At the National Assembly last month Sterling Elliott said that the L. A. W. should have charge of all racing, and while I am no longer a member of the League I am still an amateur at heart, and coincide thoroughly with Mr. Elliott's views.

"Outside of a little prejudice among the members all recognize that it will come sooner or later, and as for my part I predict that in two years the League of American Wheelmen will control all racing or none at all. The addition of Class C would greatly purify racing and increase the number of riders and the popularity of the sport. Then all the big cracks would go over to professionalism—which is little more than they are now at best—and the result would be better racing. To prove the truth of this last statement, take an ordinary amateur race for instance, which has a vase for first prize. The men will certainly make an effort to win, but they will not try to exert themselves more than absolutely necessary. But

"Offer a Cash Prize and Note the Difference.

The vase would probably be given by the winner to his best girl, but not so the money. He would stick that in his pocket and keep it there with a determination to add more to it. So you see that riding for cash would prove a greater incentive for good solid racing than a few pieces of over-valued bric-a-brac, jewelry, and the like."

"Do you think that a professional class would interfere with amateurism," was asked.

"No, I do not. It is not necessary to use that name. Besides amateurs are so few and far between that it would be a hard matter to seduce them. My definition of an amateur has clung to me for years, and I think it is the only solution to the much vexed question: An amateur is one who never has won a race, never can, and never will. That is all there is to it, and the sooner the League of American Wheelmen stops monkeying with the amateur question and provides classes for all kinds of riders the better it will be for the sport and all concerned."



THE JULIAN P. BLISS OF '92.

Philadelphia's swell cycling organization, the Centaur Bicycle Club, has followed in the footsteps of the much talked of Michaux Club, of New York, and will shortly inaugurate a new series of indoor entertainments that should prove very popular. The dates fixed are April 6 and 13. On these two days they will give evening rides at the armory of the Third Regiment National Guard of Pennsylvania. The armory has ample floor space for a large number of riders, and is well adapted for an affair of this kind. The Third Regiment band will furnish the music on both occasions. Invitations have been extended to some of the most fashionable dames and matrons of Philadelphia's swellest set and a large and fashionable assemblage will no doubt result.

The Tioga Cricket Club, the lessee of the Tioga third-mile bicycle track at Westmoreland Station, will soon commence the work of improving the track, and it is expected that it will be in first-class condition by May 1. There

Will be no Cement Track this Year,

as was currently reported a few months ago, but a prominent member is authority for the statement that such a course may be built next year.

The promoters of the Philadelphia-New York relay race say it will be held on Saturday, June 8, unless interfered with by the proposed law to prohibit road racing, now before the New Jersey legislature. A new system of scoring by points will be employed to determine the winning team. The riders to finish first in each relay will receive fifteen points, the second man ten, and the third man five. Thus the team which secures the largest number of points in the aggregate will be declared the winner. The start will be from the city hall, New York, at 8 a. m. The following is the route laid out: First relay, New York to Passaic Falls; second, Passaic Falls to Morristown; third, Morristown to Wheatsheaf Hotel; fourth, Wheatsheaf Hotel to Franklin Park; fifth, Franklin Park to Wheatsheaf Inn; sixth, Wheatsheaf Inn to Philadelphia, finishing at the Public Buildings. The team will be selected from the states of New York, New Jersey, and Pennsylvania, and will be composed of six members each.

The following officers have been elected by the Plainfield (N. J.) Cyclers: President, D. N. Van Vliet; vice-president, A. E. Woltman; treasurer, Fred W. Walz; captain Frank L. C. Martin; trustees, A. L. C. Marsh J. W. Sandford, Jr.; W. W. Daboll, T. S. Burr, Townsend Bushmore, and George P. Mellick.

Next week's issue of the *American Athlete* and American *Cycling*,

The two Philadelphia Cycling Papers,

will be the last as individual publications, for after that date the papers will be consolidated under the name of *American Cycling*. The paper will be run by James Artman, of *Cycling*, and Arthur H. MacOwen, of the *American Athlete*. Within the past fortnight Philadelphia has lost two of her oldest cycling organizations. The Mount Vernon Wheelmen disbanded last week, and closely following on its heels came the announcement that the Park Avenue Wheelmen, one of the oldest and at one time the largest cycling clubs in the city, had been disbanded. The Park Avenue Club was one of the best known in the country, and has always played an important part in local cycling matters. The downfall of both clubs is said to be due to bad management and lack of interest on the part of the members. The Mount Vernon Wheelmen was organized in March, 1888, since which date up to very recently they held their own as one of the leading clubs of the city. Although their downfall has been rather rapid they met with more than the ordinary good fortune at one time.

On June 13, 1889, the Park Avenue Wheelmen was organized, and it rapidly grew to be a phenomenally strong organization. The first clubhouse was located at 1,832 Park Avenue, but later the club removed to the house at 2,013 North Broad Street. At the latter place the club held its own for a while, but after a while it gradually dwindled down until a few months ago its finances became so poor that a smaller house was taken at Thirteenth Street and Columbia Avenue. Matters grew worse, until at a meeting last week it was decided to disband. O. S. Bunnell, who has been president of the club since its inception, has done more to build it up than any other member, and the dissolution is a sad blow to him. He loaned the club money, and he told THE BEARINGS' representative that his experience with the Park Avenue Wheelmen had cost him over $1,000.

The committee of the English N. C. U. has decided to allow the English amateurs to take part in the Bordeaux-Paris road race this year, provided that the entrance fee is not returned to them and that a distinct start is given to the amateurs 6 hours after the start of the professionals. It is expected that Shorland, Mills, Holbein, and other celebrities will take part.

TIME TO RENEW.

Secretary Bassett Getting Ready for the League's "Busy Day"—Massachusetts Hustling for Members.

BOSTON, MASS., March 23.—This is the season of the year when the League of American Wheelmen makes its bid for the renewals of all its old members and seeks new applications. It is the "busy day" of the organization, when Secretary Bassett puts on extra help in his office and the little white blanks come in in large numbers. It is always an interesting thing to watch the relative gain of the state divisions.

There have been accumulating in the office of Secretary Bassett a great many renewals and applications since the discontinuance of the old *L. A. W. Bulletin*. At the present time he has 282 applications for membership. He says he is sure that 260 of these are from New York state; very few are from Massachusetts.

These facts and figures while they seem at first sight rather startling for this time of the year, will not be allowed to make anybody in Massachusetts afraid. It is, of course, true that Massachusetts has had the same time to collect applications and renewals as New York has had. But it is the invariable custom of Massachusetts to make her effort a bit later in the season. And all the plans for such an effort are already made and will soon be put into operation.

In the first place a very careful and strong system of local consuls is to be appointed. In every city and town and village and at every post office throughout the state there will be a local consul, who will have to sign an application and give five references before his application will be accepted. To induce him to do good and faithful work, there will be several things held out to him. In the first place he alone will be eligible to the prizes of money for

The Largest Number of Applications.

These prizes have been appropriated by the divisions and amount in the aggregate to $200, divided as follows: $50, $30, $25, $20, $15, two of $10 each, and eight of $5 each. No man in the division but local consuls are eligible for these prizes. As soon as the consul is appointed he goes to work. He gets a tin sign painted in colors with his name, the League emblem, and his office painted on it. As soon as he gets ten members he gets a gold and enamel badge of his office.

Within a week a clerk will be hired who will stay at the office of the chief consul and do nothing else but look after L. A. W. affairs and work along the line of getting new members in every possible way. In this office will hang the great map of the division with the location of the local consuls and the state routes marked out plainly on it. To every agent and manufacturer and seller of wheels throughout the state will be sent a large card printed in two colors with application and renewal blanks. This, it is expected, will bring a large number of new members. In addition to all this the regular renewal circular will soon go out from the secretary's office.



THE JULIAN P. BLISS OF '95.

Last year the League renewed 18,000 members. To keep up the same proportion it will have to renew 12,938 members. And to keep up the same proportion of the year before it will have to renew 17,669. These figures are Secretary Bassett's, and he is very hopeful that the 12,000 and odd will be renewed without trouble.

Boston has been marked by two important bicycle events this past week, both of which were highly successful. One was the first annual ball of the Consolidated Cycling Clubs, and the other was the banquet to the racing men of the Press Cycling Club.

The ball was held Tuesday night in Music Hall, the largest hall in the city, and one of the largest in the country. The hall was decorated with the state flag and with the emblems of all the clubs in the consolidated organization. Pres. J. J. Walsh was floor director and the grand march was led by Mr. Walsh and his wife. The guests were numerous and comprised Secretary Bassett, First Vice-President Perkins, Chief Consul Elliott, and most of the men prominent in L. A. W. affairs. The crowd was enormous and the affair was a success far beyond the greatest expectations of the officers of the organization.

The Banquet of the Press Club

Thursday night was fully as successful in its way. There were just 101 people at the tables in the United States Hotel. It was a most enthusiastic gathering and Secretary A. L. Ochs presided as toastmaster in a most graceful and happy way. He had some clever and appropriate rhymes for each toast.

It is the first time that any club has banqueted its racing men. The following speed merchants were present as guests: James C. Clark, J. P. Clark, William Clark, Eddie Clark, Eben Snow, W. G. French, W. M. Pettigrew, F. Ourish, W. Ourish, C. P. Williams, C. Doubleday, C. A. Collins, C. A. Ballou, E. P. Burham, F. B. Emerson, W. Gibson, L. W. Campbell, R. Mason, H. B. Sears, and L. S. Otis. Nat Butler, Guy Gary, Watson Coleman, and E. O. Peabody could not attend. The other guests were Chief Consul Sterling Elliott, J. E. Towne, Secretary Bassett, B. W. Isfort, Henry W. Robinson, A. D. Peck, G. A. Perkins, J. C. Kerrison, F. P. Sibley, C. G. Percival, A. K. Peck, and G. L. Sullivan.

The speech of the evening which created the greatest amount of surprise was that made by Chief Consul Elliott. He said: "I am a living picture of what a poor boy may accomplish by industry. Once I was a bicycle manufacturer, but now I am the chief consul of the biggest division in the L. A. W., and by the help of God and the committee shortly to be appointed, it is going to be kept so. Gentlemen, the racing man is not treated right by the L. A.W. and he never has been. The racing man is honest, or he would like to be, as any other man. Racing is as honest as any other business, too. Any other man who trains and puts out his energies and time gets paid for it, and well paid too. The actor that draws large houses does not get paid in cups and watches and that sort of thing. He gets paid in money. But the racing man does not.

"Boys, it's all dead wrong, and you and I are going to live long enough to see it all changed. Why, the secretary of the League is the rankest professional of the country. He won a lantern in a tricycle race one day back in the dark ages, and I asked him the other day where it was and he couldn't tell me to save his life. The racing man wants to be honest but he can't. And it's a great shame and it's going to be changed."

FROM TYLER'S HOME.

SPRINGFIELD, MASS., March 26.—The riding season may be said to be fairly opened after so long a time. For four months it has been almost impossible to move wheels inside the city. Now the best riders are in good condition and hundreds are taking advantage of the excellent opportunity afforded to limber up and get ready for serious work later. The street railway company feels the effect of good weather already, travel falling off fully a fourth on some lines. As the streets become more passable the effect will be even more noticeable, until on some of the principal lines at least one half of the usual number of fares will be collected from workingmen, clerks, and others. That is the way the bicycle is superseding horses and electric cars in Springfield.

The latest talk is for another club on the hill. A large number of riders live there to whom a membership in downtown clubs is fraught with more or less inconvenience. The movement is favorably commented upon by hill wheelmen, and the prospects of speedy formation are brilliant. The plan includes comfortable club rooms and all the appurtenances thereunto belonging. It is to be hoped that the project will not end with discussion.

What a change in a year! When the riding season opened last year one solitary scared woman dared appear in bloomers. This season forty-five in one club will wear the regulation club regalia and an innumerable host of scattering femininity will be arrayed like them also.

The Vermont Wheel Club at Brattleboro has decided upon new rooms in the new Exchange Block now in process of construction. The owners have agreed to fit up two rooms in proper shape leaving the club to devise its own decorations and finishings. Just when removal will occur it is impossible to say, because so much depends upon the builders, but the club hopes to get settled in time to entertain its friends at the annual meet in the new rooms.

JONES GETS A WORLD'S RECORD.

SAN JOSE, CAL., March 24.—The Garden City's new track was thoroughly tested to-day, and the result is as gratifying as its builders could wish, and shows the track is without a peer in the country. A series of matinee races was inaugurated to-day, and the first race on the new track resulted in the lowering of the world's third-mile competition record, Allan Jones, Class A man, riding the distance in 24:⅛. Jones beat such Class B cracks as Osen and Cushing and half a score of Class A men who entered the race. The second race was two-thirds of a mile and the time was within one second of world's record, Elmer Sherman winning from seventy yards, Jones second. Time for Jones, 1:26⅔.

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GEO. K. BARRETT, EDITOR.

THREE CLASSES.

Last week we advocated the addition of a third class to the two classes into which the racing men of this country are divided by the League of American Wheelmen. This was nothing new for THE BEARINGS. We have long and consistently advocated the cause of honest professionalism. There are many, however, who do not see the need of three classes "President Bates" is one of them. He writes us regarding the matter as follows:

If THE BEARINGS is in favor of the L. A. W., recognizing and governing professionals, why not advocate my proposition, to have only two classes—amateurs and professionals as the French have? My proposition was that:

Professionals may contest for property prizes of any value offered for their class, or for cash prizes; but no cash prize shall exceed $100 for any one prize. Professionals may sell or in any lawful way dispose of any prizes they may win, except inscribed medals or inscribed works of art. Professionals may engage for wages to ride or use any particular wheel, tire, saddle, or bicycle part.

Amateurs may contest for property prizes offered for their class, but no amateur prize shall exceed $100 in value. Amateurs may not engage, either for or without compensation, to ride any particular wheel, tire, saddle or bicycle part. Amateurs may sell or lawfully dispose of any prizes they may win, except inscribed medals or inscribed works of art, after, but not before, the close of the year in which such prizes were won.

This would make Class B professionals, which everybody knows they really are. This would also make such professionalism respectable. This would put the United States at the head of the world's cycling; it would open the doors to the best foreign visitors, and the L. A. W. and the French union would control the world's cycling rules, and soon compel all nations to adopt our system.

Why have three classes? If three why not a dozen? We now have two classes of amateurs, one a sham. We ought to have but two classes, both real. Under my proposition our amateurs would be real, and our professionals real. There would be less jealousy, because the amateurs—now Class A—would have larger liberty, and the professionals would be limited in the value of prizes precisely the same (except cash and wages) as amateurs. Professionals would not necessarily race for cash, they would have property prizes exactly as Class B now has.

I believe that no person can carefully study the two propositions and not see that mine is much the best. If it is, why not advocate it and THE BEARINGS take the lead in urging a reform which is surely going to win in a few years if not this year?

While we quite agree with President Bates that two classes are quite enough to cover the field of racing we also realize that we must take things as we find them. It was a debatable question in the minds of many at the beginning of last season whether or not Class B would be a success. It was not in our minds. There would be the same doubt found in regard to professionalism if the League sanctioned and controlled it, even though neither President Bates nor THE BEARINGS shares such doubts. We realize that professionalism would not be a howling success the day that it was inaugurated, but we firmly believe that before a season was over that there would be very little of Class B left, and that practically all the racing men in the field would be found either in the fold of the "pure" or among the ranks of the professionals. It would take a season to harmonize the various interests, after which the amateur rule might be drawn as strict as the most fastidious could desire, and all who did not care to be bound by its restrictions could find a place among honest professionals. Then Class B could be abolished, and we would be on a par with France, where we should be, and all that President Bates says about the advantages of such a position would be realized.

SHE CAUSED A DISTURBANCE.

That eminent and erudite member of the colored race who created a sensation by declaring that the world does not move erred only in making too general an application of his theory. If, for instance, he had declared that Victoria, B. C., did not move we would have said that he was correct, eminently correct. What prompts us to make this statement is the following which found its way into the daily papers of Chicago by way of the telegraph—they do have telegraph facilities in Victoria—at the regular newspaper tolls:

The police have decided that bloomers are not suitable for ladies' street wear, even when worn as a bicycle costume, and have taken steps to enforce this decision. Miss Ethel Delmont is an enthusiastic wheelwoman, pretty and graceful. Last week she made her appearance in the bloomer costume and caused a sensation.

The town came forth to gaze, and for the moment the policemen were petrified with amazement. Then they aroused to action and Miss Ethel received an official visitor, who informed her that a repetition of her appearance in the objectionable costume would mean a police-court summons on the charge of causing a disturbance on a public street. Miss Delmont's bloomers are discarded.

We have known lady cyclists to create disturbances on public streets but never when they were "pretty and graceful." We have a distinct recollection of seeing a wheelwoman cause a disturbance by losing that portion of her apparel which corresponds to man's unmentionables through its getting twisted up in the spokes of her wheel and of many others who created disturbances through their inability to prevent the winds of heaven from wafting these same garments skyward. We have no desire to criticise the action of the doubtless efficient police force of the flourishing town in our neighboring country, but we would suggest that the entire force would be benefitted and educated by a trip to Chicago where the winds blow and the earth moves and where the users of the streets do not give even a second glance to the pretty and graceful exponents of cycling who find no official or other hinderance to their wearing bloomers and who, moreover, do wear them, by hundreds and hundreds.

PROTECTION TO HOME INDUSTRIES.

The Associated Cycling Clubs of Chicago, one of the most progressive organizations of its kind in the country, is evidently in favor of protection. It has passed a rule barring from participation in its great annual road race all riders who do not belong to some club in the association—excepting such as reside outside the city—and expect to whip all the clubs in Chicago into the association. They feel, and with justice, that it is the duty of every club in the city to join in the good work of the association, not only that of promoting races and fostering the racing spirit, but in its work for better pavements and cleaner streets, fair legislation, and the general good of the wheelmen of the city. They regard those clubs which stand aside and watch the work of the association as shirkers, as organizations that are not worthy to share the benefits of the association, and now that a means of forcing—to put it bluntly—the shirkers into line presents itself, the association feels fully justified in doing so and we must concede that its reasoning is without flaw.

Among all the suggestions for reforms that will lead to the rejuvenation of the League is the one made by Ex-Secretary of the L. A. W., Frederick Jenkins, which calls for the abolition of the National Assembly. To do away with the National Assembly would be equivalent to breaking the heart of some of the politicians whose greatest pleasure seems that of making slates and breaking them at the financial expense of the League. On another page Mr. Jenkins' opinions are fully given.

It would seem that the public is at last to be put at rest regarding the question of Zimmerman's plans for the coming season. He has announced over his own signature, that he will accept the challenge of Houben and once more go to France, and will then make a little international circuit for himself which will include several European countries, not to mention Australia.

The fact that Chairman Gideon of the Racing Board is in favor of the three-class scheme, as he told a correspondent of THE BEARINGS this week, is a pretty good indication that this time next year the scheme will be an accomplished fact. It will be remembered that it was the advocacy of the two-class system by Raymond that brought it about last year.

We have from time to time heard and read of the inroads that the wheel has been making in the business of livery-stable keepers and now we are greeted with the interesting spectacle of a livery man in Terre Haute, Ind., adding a bicycle department to his stable. He is not going to get left.

We wonder if the Eck-Johnson combination will show the same anxiety for a race with Zimmerman now that the latter has announced his intention of accepting the challenge of Houben and will be in France ready to meet all comers by the time the racing season is in full blast. We opine not.

A personal letter from W. C. Sanger, written, as it states, in bed, announces that he expects to be out in a few days. His fever left him for four or five days, but he had a slight return, which is now gone.

Typhoid fever is a disease from which it takes a long time to fully recover. It is to be trusted that Sanger will not find that the illness from

which he is now recovering will seriously interfere with his racing this season.

We are not foolish enough to attempt to pick the rider who will make the best showing on the path this year. There are too many good men. A season's rest, the help of a good trainer, and the backing of a good firm should make Dirnberger's chances for this honor, at least, as good as those of any other rider.

Philadelphia, "the City of Clubs," is "shy a few checks" this week. Two of its organizations have gone to the wall and O. S. Bunnell, whose misplaced confidence led him to lend $1,000 to one of them, is now a sadder and a wiser man.

George M. Pullman, while wintering in Florida, learned to ride a bicycle. We presume that in the near future all Pullman coaches will be fitted with pneumatic tires.

It seems a little odd that the bicycle makers who claim to have the greatest outputs are the very ones who most relish the adoption of the wheel by "the 400."

In making up the slate of the speedy ones for the coming season it will not do to overlook Walter Foster. He should rank with the best.



The Pacific Cyclist felicitates itself over the fact that California has at last become recognized as a suitable training ground.

With ghost-like persistency the southern circuit scheme "will not down."

Cycling Life gravely states that Bald will receive $25,000. Aber nit.

THREE ROAD RACES FOR CHICAGO.

The meeting of the Associated Cycling Clubs, of Chicago held last Monday evening adopted rules for the governance of the Chicago Road Race. The rules were changed but little from the rules that governed the race last year and that have governed the Pullman Road Race in the past. An attempt was made to allow tandems and triplets in the race, but the proposed change was defeated by an overwhelming vote. A few alterations which have not as yet been fully decided on will be made in the course and it will be lengthened to a full twenty miles. The most radical change in the rules was in that one defining the qualifications necessary for entrants. In the past it has been the custom to allow all members of regularly organized cycling clubs to enter. The new rule provides that no entry shall be received from any rider living in Chicago who is not a member of some club belonging to the association. This rule was not passed with the idea of barring any riders from the race but

Compelling all the Clubs of the City to Join

the association and bear their share of the work entailed in running the race and to add to the strength of the association. The entry fee to the association is only $5, and no club can find a valid excuse for refusing to join the association on the plea of poverty, but on the other hand owes it to its racing men to join the association. The club which does not do so will soon find that its best riders have cast their fortunes with some other club. For the benefit of those clubs who may want to join the association we will state that the address of its secretary is P. L. Clark, 331 West Lake Street. Entries will be accepted as heretofore from members of regularly organized cycling clubs outside Chicago.

It was decided that the association should promote

Road Races on the Fourth of July and on Labor Day,

the former on the South Side and the latter on the West Side, the Chicago road race being run on the North Side. The matter of promoting a race for tandems exclusively, or for tandems, triplets, and "quads" was also discussed, and the matter was referred to a committee which was instructed to investigate the feasibility of the scheme.

HANDICAPPERS APPOINTED.

For violation of clause C, amateur rule, Charles W. De Kay, Laramie, Wyoming, is hereby declared a professional.

For violation of clause B, amateur rule, E. A. Willis, Rutherford, N. J., is hereby declared a professional.

Under clause I, of the class A rules, C.T. Earl, Brooklyn, N.Y., is hereby transferred to class B.

The following official handicappers have been appointed by the Racing Board:

District No. 1, New England States, Henry Goodman, Hartford, Conn.; J. C. Kerrison, Boston, Mass.

District No. 2, New York State, A. G. Batchelder, Buffalo, New York.

District No. 3, New Jersey, S. Wallis Merrihew, Jersey City. N. J.

District No. 4, Pennsylvania and Delaware, A. G. Powell, Philadelphia, Pa.; T. F. Myler, Pittsburg, Pa.

District No. 5, Maryland and District of Columbia, Ed. C. Wollman, Baltimore, Md.; W. T. Robertson, Washington, D. C.

District No. 8, Missouri, Kansas and Indian Territory, E. N. Sanders, St. Louis, Mo.; E. P. Moriarty, Kansas City, Mo.

District No. 9, Ohio and West Virginia, M. W. Bliss, Jr., Columbus, Ohio.

District No. 10, Indiana, Illinois, Michigan and Wisconsin, S. A. Miles, Chicago, Ill.; E. M. Newman, Chicago, Ill.; Albert T. Allen, Detroit, Mich.

District No. 12, Nebraska, Iowa, New Mexico, S. H. Rowland, Marengo, Iowa, F. B. Thrall, Ottumwa, Iowa.

District No. 13, Idaho, Utah, Arizona, and Colorado, C. A. Lindsey, Denver, Colo.; W. L. Pinney, Phoenix, Arizona.

H. R. Steenson will ride on the Stearns team the coming season.

NEW YORK NEWS NOTES.

The Metropolitan Association of Cycling Clubs Decide to Run the Irvington-Milburn Over the Old Course.

NEW YORK, March 25.—The Metropolitan Association of Cycling Clubs held its regular monthly meeting last Friday night at the Columbia in Fourteenth Street near Broadway. The session was poorly attended and no enthusiasm was apparent at any stage of the proceedings, unless it was when a white-aproned waiter opened several bottles of beer for the members of a special committee that was in session relative to preparing the following set of resolutions to be presented at Albany for consideration in connection with the much talked of Donaldson bill:

WHEREAS, There is now before the New York legislature a bill designed to regulate the riding of bicycles in this state, known as the Donaldson bill, which in its provisions, particularly as relates to this and other large cities, is impossible and impracticable; and

WHEREAS, There is also before the legislature another bill, known as the Thompson bill, which is designed to effect the same end, and which covers the matter more fully and in a more practical form; and

WHEREAS, This association recognizes that some regulation of the sort, i. e., as regards the limiting of speed and the carrying of lamps and bells, is desirable and necessary and conserves the best interests of the public;

Resolved, That this association urges the defeat of the aforesaid Donaldson bill and the enactment of the law proposed by Mr. Thompson, respectfully petitioning that the amount of the fine proposed be reduced, and that it be made to apply fully to willful violations of the provisions of the act.

Resolved, That copies of this resolution be forwarded to Mr. Thompson, to the general laws committee, and to the representatives of New York, Kings, and Queens counties.

Signed to this document were the names of the committee which so ably drafted the resolutions, viz.: Fred. Hawley, C. A. Underhill, R. G. Betts, Adolph Stahl, and W. C. Hotze.

One good move made by the M. A. C. C. was the decision to run the Irvington-Milburn road race over the same old historical course as has been used since the birth of that Memorial Day event some years ago. One of the race committee members said regarding this event, "We find that the proposed trolley road over the course has not materialized as yet and everything points to another year's postponement of it, thereby giving us plenty of time to run our race as heretofore. The press will be looked out for in proper shape this year and many other improvements will be made calculated to run things better all around. For instance, the clerk of the course will appoint a separate assistant for every batch of men; one assistant clerk for the limit men with 10 minutes' handicap, one for the 9-minute men, and so on down to scratch. As each lot of riders are sent away, the assistant clerk who dispatched them will fall back to the 2 and 3 minute men and lend all assistance in his power. In that way we believe we have successfully coped with one of the heretofore greatest drawbacks."

The Cycle Club of Brooklyn

has decided to give a full-dress reception and ball at the Clermont Avenue Rink April 17.

The rules and regulations committee of the New Jersey Division will hold an important meeting at Asbury Park March 28. One of the questions to be decided is the confliction of race meet dates between the Plainfield Club and Union County Roadsters, of Rahway.

George Ruppert, of Columbia College, under the watchful eye of Trainer W. B. Young, is rapidly rounding into form and thinks of using his brother's thoroughbred, Ajax, for pacing purposes later in the season. Young, who is an ex-jockey, has volunteered to ride the horse. Ruppert and Young leave New York for Savannah, where the training will be completed, on or about April 1.

The Michaux Cycle Club turned out twenty strong on the run to Coney Island yesterday. Such a crowd of perfectly attired wheelmen and women never before graced the sands of Coney.

A. G. Spalding & Bros., not to be outdone by their business rivals, have gained possession of the Madison Square Roof Garden, which will be fitted up for a cycling school by April 1. This use of the roof garden will be continued until about June 1, when the regular summer nights' performances will necessitate the school's removal.

In addition to George Ruppert, son of the millionaire brewer, Messrs. Stephens, Howard, Williams, Fearing, and Baxter are training conscientiously for the intercollegiate bicycle championship. All these men are Columbia College representatives.

The Union County (N. J.) annual championship road races will be run June 8 over the Morris Avenue course, starting at Elizabeth, thence five miles to Springfield and return.

Alex. Schwalbach's eleven-year-old daughter, Mildred, will give an exhibition of fancy and trick riding on her miniature Liberty before the Cycle Club of Brooklyn at an early date.

The Annual Run of the A. C. C. of New Jersey

will be held on the Saturday before the opening of the L. A. W. meet at Asbury Park. This was decided at a recent meeting of the Atalanta Wheelmen in Newark. It looks as if the run would be started in two divisions, one leaving Newark at 6 a. m. and going over the century course, the other starting at about 10 a. m. and traveling over a more direct route, something about sixty miles. This seems to be a good idea and will undoubtedly be well patronized.

Chairman E. H. Smith, of the Hudson County Wheelmen's race committee, having in charge the New York *Times* relay race which will be held June 8 between New York and Philadelphia, has arranged to have all men participating in the event take practice runs over their respective relays each Sunday from now up to the day of the race.

Ed Lackman, one of the best known and most popular bookmakers on the turf in America, has recently taken to cycling and expresses himself as highly pleased with the pastime. He will purchase a wheel at an early date and avail himself of every pleasant day for a ride on the road. A favorite run of Lackman's is from his magnificently fitted billiard hall and saloon, at Eighty-sixth Street and Third Avenue, to Jim Corbett's Road House on Jerome Avenue near 185th Street. Lunch at Corbett's, an hour's rest on Jim's wide veranda, a pleasant chat with the champion himself, Steve O'Donnell, or any other celebrity who chances to be there, and then a quiet ride home, completes a day of solid enjoyment.

The newspaper men of Gotham have formed themselves into a cycling club, and at a recent meeting held in the proof room of the New York *Times* elected the following officers: President, A. J. Bisnett, *Times;* vice-president, Geo. F. Blaisdell, *Tribune;* secretary-treasurer, Fred Morris, *Herald;* board of directors, Messrs. Ruble, *Advertiser;* Hughes, *World;* Goethals, *Times;* Terry, *Press*, and Wooley, *Herald.* The captain will be elected at the next meeting. Permanent quarters will be chosen at an early date.

The election of the Hudson County (N. J.) Wheelmen has been set for April 5. Following are the selections made by the nominating committee: President, Frank Eveland; vice-president, Thomas Cuddy; secretary, Homer Greene; treasurer, Frank Price; trustees, Fred Kerr, Robert Wobcke, J. C. Appleby, Edward Smith, and Myron Furst.

After a Spirited Battle of the Ballots

the following officers were elected to manage the affairs of the Kings County Wheelmen last Thursday night: President, I. S. Bowdish; vice-president, S. J. Graham; captain, Geo. A. Needham; first lieutenant, W. H. Graham; second lieutenant, W. McKinley, Jr.; treasurer, C. W. McLaren; secretary, W. E. Benn; governors, for three years, D. McLaren; for two years, C. I. Long; for one year, W. E. Tway; for unexpired term of C. A. Martin, Charles Schwalbach; chairman of the race meet committee, H. L. Powell.

THE STERLING TEAM FOR 1895.



H. H. MADDOX.



A. I. BROWN.



A. W. WARREN.

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MILWAUKEE'S RECENT CONVERTS.

The Cream City's 400 have taken up Cycling in Earnest—Two New Tracks to be Built.

MILWAUKEE, WIS., March 26.—The young woman who does not ride a bicycle in this city now can not, under any circumstances, consider herself in the social swim. Milwaukee's "400" has the riding craze. Society women who scoffed at the young woman who rode a wheel last year, now have the fever so badly that they can not arise early enough in the morning to get out their wheels. This state of affairs has been quietly going on for the past month. A few days ago a newspaper man discovered the haunts of these fair riders and now the world has the secret. When the names of the riders became known it caused a sensation.

It is up on the lake shore where the society women have been mounting their bicycles and taking daily spins. In Juneau Park there is a statue of Leif Ericson, and he alone has witnessed the pranks of the wheelwomen. Up and down Juneau Place, which at this time of the year is deserted, the women have been riding daily, safe from the eyes of those who would be wont to criticise because of the large amount of the wide road that a single rider needs. And the riders are not all young girls either. There are wives of bankers, brokers, merchants, and physicians, who sit as erect on their mounts as any of the younger women.

From 11 o'clock until noon is the time when there is the most activity. At about the former hour a man will be seen to roll a wheel out of Mrs. E. P. Allis' barn. Out of the front door of a costly mansion Mrs. Allis will be seen to emerge. She mounts the wheel and away she rides, not as steady perhaps as an "old timer," but with the assurance that she will have no trouble in controlling her machine. Soon she is joined on the road by Mrs. Edward Cramer, whose husband owns a large share of the stock in the *Evening Wisconsin*. From that time on

Lady Riders Come from all Directions

and it is hard to say how, when, or where they come from. Mrs. J. H. Tweedy, Jr., Mrs. Dr. William Mackie, Miss Ilsley, Mrs. J. C. Spencer, Miss Schley, Miss Gibbs, Mrs. C. J. Allen, and others equally prominent in society circles in this city spin along, all riding machines of the latest patterns and make. Occasionally there is an "Oh! I am falling," and a woman is seen to pick herself up, while the others are laughing at her expense, but this does not discourage the rider. She remounts her wheel and again sallies away, and is soon lost sight of up the smooth road.

The names mentioned are but a few of those who have wheels. All are well known, and the example they have set will cause several hundred other women to take friendly to the cycle. The movement was first started by Mrs. E. P. Allis, whose husband has become known all over the country on account of the large machine works of the E. P. Allis Co. When she gave it out that she intended to ride a bicycle, others, not to be outdone, also came to the same conclusion, and the result is plain. Then Colonel Andrae saw a big thing in sight and was not long to grab at the opportunity. So he opened a free riding school for his customers, and now the armory, where the school is held, is crowded daily with fair riders taking their first lessons. A number of women have already learned to ride so well that they no longer patronize the school and do all their riding outdoors.

Bloomers, however, have not yet been adopted. Last year there were only two girls, sisters, who had the nerve to wear them, but this year there will be considerably more. Milwaukee's society women do not take favorably to them as yet, but just as sure as they have cast aside their prejudices about the bicycle so sure will they have to do the same about bloomers and don them after a while.

There has been some

Talk of Organizing a Club of Women

but plans are not yet in shape. Such an organization would be a novel one in this city.

Reports from the state also show a large increase of interest in cycling among women. Many of the smaller towns where women riders have been a thing unknown now boast of good fair riders. Stevens Point and Madison especially are coming to the front but in no places has society taken up the sport as in Milwaukee, much to the surprise of the male riders of the city.

Local race promoters will no longer have any trouble in securing tracks to hold tournaments and paying for the privileges whatever the owner may see fit to charge. Two new tracks are going to be built here, and this will cause competition, of which the race promoters will get the benefit. Heretofore races have been held only at National Park, and the prices paid for the privileges have been steep at times. It is on this account that poor prizes have had to be offered, and many times the tournaments have resulted in financial failures. The wheelmen have found themselves at the mercy of the park owners, and now that conditions are about to change there will be rejoicing.

The State Agricultural Society owns the state fair park in Greenfield. The park has one of the best race tracks in the country, and in addition to this it is proposed to build a half-mile track inside of the mile course. This half-mile track is to be used for bicycle racing. The track will be made as modern as possible and no expense will be spared in building the course. Secretary Fleming, of the State Agricultural Society, has already been granted permission and will order the work done as soon as the weather grows a little warmer. The track will be visible all way round from the grand stand which accommodates over five thousand people and not a better place could be secured. The park is outside of the city, but excellent traveling facilities by rail and electric cars are being arranged for the summer.

Besides this new track another will be built. The City Baseball League has purchased grounds and intends to build a half-mile track in its grounds. Besides holding baseball games during the summer

Several Tournaments will be Arranged

as soon as the track has been constructed. With these new tracks the riders will take new interest in track racing and more tournaments than were held last year will probably be arranged. It is also likely that local wheelmen will try to do some record breaking, which heretofore has been almost impossible on account of the poor condition of the National Park track.

There promises to be a large increase in the League membership this year. The division officers are waiting for the *L. A. W. Bulletin* to make its appearance, when a boom for membership will be started. It is expected that the list will climb to at least 1,000 before the season is over. A novel method will be introduced in securing members. Recently the Milwaukee Wheelmen decided to become a League club and compel all its members to join the L. A. W. The division officers will advocate this plan, and ask all the clubs in the state to become League clubs. This will bring many members in the ranks of the League which have heretofore taken no interest in the work. Recently at Marinette a League club was organized, and at various other points in the state where clubs are being formed there is talk of asking for charters from the League. There are in all only seven League clubs in the state at present. More of them are needed.

The Arrow Cycling Club has been reorganized at Janesville and promises to become one of the foremost clubs in the state. The following officers have been elected: President, W. A. Jackson; vice-president, W. W. Watt; secretary, Dr. C. T. Pierce; treasurer, W. M. Pfennig; road captain, J. G. DeLong; racing board, Frederick P. King, Frank S. Sanner, George Ewen. President Jackson is district attorney of the county and is very prominent in Janesville. With such a man at the head the club ought to flourish.

Local wheelmen are watching with great interest what the outcome in this city will be of

The Fight Against Asphalt Pavements.

Last year the first pavements of this kind were laid here. The completion of the same caused rejoicing among the riders, who foresaw a future when all streets would be of asphalt. Enthusiastic real estate men planned to have the streets on which their lots front paved with the material, but when tax-paying time came around the situation changed. The property holders whose property faces on the newly paved streets objected to the large increase in the taxes and some of them have brought suit to be released from paying the enormous assessments. The result is that all those owning property on streets that were to be paved this summer with asphalt have arisen in arms and are protesting against the move that the Board of Public Works has inaugurated. Meetings to protest against the pavements are held nearly nightly and in all instances the old cedar block pavement is indorsed. All this is viewed with regret by Milwaukee riders.

Sanger had a slight relapse last week. This will delay his departure for the south two or three weeks.

MORMONS WILL HAVE A CYCLE PATH.

SALT LAKE CITY, UTAH, March 23.—The weather has been superb and the roads are drying up nicely. The clubs are preparing for the summer runs and the Socials have already announced their first run for Farmington on the 31st inst.

The proposed bicycle sidewalk ordinance is receiving the support of the wheelmen as it is considered very favorable to the wheelmen's interests. It allows the free use of the sidewalks outside of the paved districts, but restricts the speed of the rider to eight miles an hour. The ordinance provides that twelve special policemen be appointed from the ranks of the wheelmen to see that the latter part of the ordinance is enforced.

The owners of the mile record breaking track at the Hot Springs are leaving nothing undone

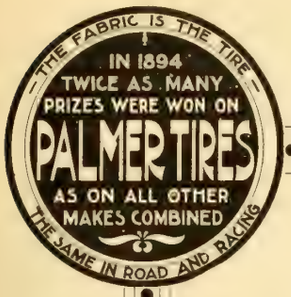
To Make the Track Popular.

Today they announced their intention of building a cycle path three miles in length and four feet wide to connect the track with the city. It will be surfaced with natural cement the same as is to be used on the surface of the cycle track. Surveyors and teams will be put at work at once and the path will be completed within six weeks.

The Signal Corps of the National Guard of Utah is fast coming to be looked upon as the crack company of the state militia. The membership is at present limited to twenty-three men. The corps is mounted on bicycles, the officers all riding white Sterlings trimmed in gilt.

The Drill on Wheels

is that laid down in the United States Cycle Infantry tactics. In addition to this the corps has become well drilled in the tactics of the foot soldier and quite proficient in the signal tactics. It is at present engaged in field signaling with the flags, the bicycles enabling them to establish stations at distant points with wonderful rapidity. The Grand Theater has tendered the Signal Corps a benefit performance next Monday night to enable the corps to raise funds for signal instruments. It will be a military night at the theater and Companies A, B, and D, Troop C of Salt Lake, and Company H of Farmington, have signified their intention of attending.





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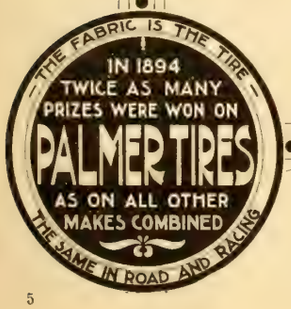
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REORGANIZE THE LEAGUE.

Ex-Secretary Frederick Jenkins Thinks that Desperate Measures Must be Adopted to Save the Organization.

The condition that the League of American Wheelmen is in is worrying many of the old timers, most of whom have retired from harness but who still love the old organization for the sake of "auld lang syne." Frederick Jenkins, corresponding secretary of the L. A. W. in 1883, has been giving the subject considerable thought and has incorporated his ideas in the following article: "The League of American Wheelmen must reorganize or go to the wall. These words are written more as a note of warning than with the intention of scuttling the ship. As one of its oldest members, I feel that one has the right to criticise, but at the same time try in a friendly way to point out the evils that must be apparent to all who have watched the growth and expansion of the organization since its conception.



FREDERICK JENKINS.

"When the League was first inaugurated at Newport cycling was indeed a sickly infant. Riders were few and far between; the press was indifferent, and it was necessary for the success of the organization to deal with individuals and clubs, and to run the machine on a friendly and fraternal basis. Now the conditions are changed, but the method of government has not kept pace with the improvement. Divisions are strong and enterprising, and often in better financial condition than the parent body. The day of the annual meet has passed. The "official organ" has outlived its usefulness and is a thorn in the flesh. The arrangement of the secretary's office is cumbersome extravagant, and unwieldy, as the recent report shows. How to apply the remedy is the question of the day, and while I am fully aware that my comments are open to criticism, I am also aware that much good can be accomplished by a full and free expression of opinion by the rank and file.

"A League of Divisions.

"The League should be a league of state divisions and not individuals. The system that compels a man to remit his application or renewal from California to the secretary in Boston, and be obliged to wait from three to six weeks for his ticket, is both inconvenient and unnecessary. All tickets for membership should be issued by division secretaries, both of applications and renewals, and should be procured immediately, without a delay of more than three days at the utmost. This would relieve the main office of the bulk of its labor and enable the secretary's office to be run at one-half the present expense to the League. In fact, a per capita tax of 10 cents per member should be enough for the national organization, which on a basis of 30,000 members would cost $3,000 per annum instead of $8,500, which the last report shows had been expended. The national board of officers should consist of chief consuls only, who should meet once or twice a year to transact the general business of the League, and act on all matters of importance. This would make a smaller and more select body, who could accomplish considerable at a great saving of expense for traveling expenses and hotel bills, thereby increasing the division treasury. I had the pleasure of attending the last board of officers meeting in New York, and the impression obtained was of a number of good fellows brought together at an expense of thousands of dollars for the transacting of a little business and bent on having a good time generally. With a smaller governing body better results would be attained. To my mind state organizations and concentration of interests is the only salvation of the League.

"The Annual Meet Should Go.

"I am now touching on a tender sentiment, and do not expect to find the expression of its abolishment pupular, but as a matter of fact the annual meet is more purely local, or 85 per cent more local than general. It is a source of great expense. The public do not need it as heretofore as a matter of education, for what man, woman, or child exists who knows not the meaning of the word bicycle. Its day of usefulness has passed, and the state meet, if we must get together to exist, is ample for show purposes; and as other than its own members would be welcome on such occasions the result of numbers would be obtained, and that is apparently all that the annual meet has accomplished in the past few years.

"The official organ is unnecessary and a relic of the past. The time to drop it forever was in 1885 when the League sunk $5,000 in one year. Apparently a decade has not brought wisdom. It is a vampire absorbing 25 per cent of the revenue from dues, and while there is not the slightest doubt but that the promoters of the new organ are sincere, and will create a readable paper, it will, if it follows history, as soon as it gets fairly under way, through judicious pulling the leg of the trade advertiser and incidentally the treasury of the League, surrender the contract and float along as an independent journal, reaping the benefit of extensive circulation at the expense of the League. It was a clever move to reduce the dues to 75 cents and charge 25 cents for the paper, as a dollar is more easily coaxed from the pockets of the wheelmen than the inconvenient $1.25, or any other fractional amount. As a means of disseminating news its field is limited, and it would be far better to furnish it to all the cycling press and the the thousands of daily papers who are only too ready to help the organization, and in that way spread the gospel of the League to hundreds and thousands of wheelmen who would never see the exclusive organ with its circulation confined to members only.

"The Racing Board

is all right and should be sustained and made independent of League funds by a sufficient charge for sanctions to provide revenue for the operation of the office with dignity and enable it to carry its plans to their fullest extent.

"There are many questions to be considered in a reorganization such as I have outlined, and I should like to see the discussion kept alive and the members aroused from their apathy. If a committee of seven were appointed by the president, consisting of three League officers, three non-office holding members, and the chief executive, a plan could be prepared and submitted at the coming annual meet at Asbury Park, and the League placed fairly on a business basis. At present no one knows how we stand or how we will finish the year. Even the president has shown his fear of the future by offering his resignation, and the question is now, What will he do to save the organization?"

WILL HELP GOOD ROADS.

MINNEAPOLIS, MINN., March 25.—If all the bills in favor of road improvement now pending in the legislature succeed in passing, it will not be long before Minnesota will become a paradise for wheelmen. In addition to the one mentioned last week, appropriating $150,000 for road improvement, another was introduced last week by Senator Lloyd, providing that the money received annually from the internal improvement land fund shall be transferred to the road improvement fund. As the revenue derived from this source is a large and constantly increasing one, and as it would be perpetual, it is to be hoped that it may succeed in becoming a law. Bad roads have been the one stumbling block that has retarded the advance of cycling in this section, and with the improvement that seems bound to come there is little doubt that the northwest will be one of the largest and best of fields for the sale of bicycles for a long time to come.

At the last meeting of the Limited, nine new members were admitted, making a total number of 135 now on the rolls. Another delegate from the G. A. R. was present and repeated the request that the Decoration Day races be postponed to some other date. He

Was Given a Close and Courteous Hearing,

and then politely but firmly informed that the request could not be granted. He informed the club that a protest had been filed with the Park Board against allowing the wheelmen the use of the boulevards on that day and then withdrew. The present mayor of the city is president of the Park Board and is a Grand Army man, but he is a man of liberal ideas and it is not at present believed that the use of the boulevards will be refused. The race will be run somewhere on that day, and the men who have it in charge are not alarmed at the prospect of being excluded from the boulevards.

A club composed of the representative business men of the city has been recently organized, and it has made a proposition to the Limited to take its members in in a body, build them a house at Lake Harriett, and keep a man there during the summer to take care of their wheels and repair minor damages, give them the privileges of the bathhouses they intend to build, and access to all the enjoyments of the parent organization, and at a sum not to exceed 50 cents a month. The matter will be brought up again at the next meeting, and there seems little doubt that it will be accepted.

The announcement that John S. Johnson had determined to enter the ranks of the professionals and that he would sail at an early day for France was a genuine surprise to most of his friends in the Twin Cities, and probably explains both his and Eck's reticence to discuss their plans for the future.

MENDOTA A THRIVING CYCLING TOWN.

MENDOTA, ILL., March 24.—This town is cycling mad notwithstanding the fact that there are no good roads adjacent and no streets worth mentioning. Since the opening of the new cycle store by the Mendota Cycle Co., with a large and assorted lot of wheels, little else is talked of.

A stock company is in the process of formation to promote a track, for which a good location can be secured within 200 yards of the business center. They expect to build a track and grand stand for about $2,000. The track will embody all the latest ideas in track construction and will be three laps to the mile. In the inclosure will be a gridiron and baseball field and tennis courts for the use of the athletic club. The club will lease the grounds from the stock company—although the membership will be substantially the same—and will promote the meets. The wheelmen propose to give a meet once a month during the season, with a big three-day meet as a finale.

The trade prospects are wonderfully bright and some sales are already reported. H. H. Truckenbrod handles the Columbia, Cleveland, and Triangle; E. Munson the Majestic, F. Bailey the Imperial, W. Knauer the Fowler, and the Mendota Cycle Co. has the Union, Victor, Andrae, Phoenix, Smalley, Pierce, Eclipse, Gendron, and a number of others.

GIVING SATISFACTION EVERYWHERE.

Glowing Reports of the Performance of the New Model Columbia.

The following extracts from the latest circular letter of the Pope Manufacturing Company to their agents will be very interesting reading to every one who has a wheel to buy this year, since it shows the remarkable value being put into Columbias at $100 and the pleasure assured from their use. The opening paragraphs are given entire:

"Experience is proving the truth of all that we have been claiming for 1895 Columbias—experience accumulating under our own constant and hard road tests and under the regular use of Models 40 and 41 by the thousands of riders already using them.

"In consequence the fact is becoming very rapidly fixed in the minds of the public that the new Columbias are the finest bicycles that have yet been seen, and that we have put more value, more service, and more comfort into them than have ever yet been put into bicycles. A much smaller number than usual of the inevitable complaints that arise when a new bicycle is being introduced have been received from these machines, and we are having greater praise for them than for any machine that we have ever put out. Among the many pleasant things that are being said of them, it is affirmed by those who know whereof they speak that Model 40 is the greatest hill climber of them all.

"'Our friends the enemy' have been industriously circulating the annual report that we are calling in our first machines. This is too absurd to be entitled to serious consideration. It is absolutely untrue, and you may deny it emphatically and authoritatively should it come to your attention."

In reference to tires the company says:

"Our position in this matter is most emphatically indorsed this year by nearly every manufacturer in the country, and we find that among those who are most enthusiastic in regard to single-tube tires this year are some who unqualifiedly condemned them last year and undertook to turn the public demand against them. The single-tube tire, particularly as we make it, is the nearest to the perfect tire that has yet been produced, and we have abundant reason to be satisfied with the position we took on this subject nearly four years ago. We originally introduced the single-tube tire in this country and have backed it by our cordial indorsement consistently and continuously. It is a matter of some gratification to us to find that the very large majority of orders placed with other manufacturers for 1895 machines call for the single-tube tire. The proportion on Columbias is and has been for some time over 90 per cent."

Announcement is also made of a new tandem:

"We have decided to make a few diamond-frame tandems in addition to our regular Model 43. This will be made by substituting straight lower and upper tubes for the front loop in the latter."

Up With the Times.

She was an icicle,
Hapless maid.
What to do? Why cycle,
Her friends said.
"Well," she replied, "I may try a tricycle."
"No," they all cried, "you must buy a bicycle."
And she did.
And 'twas a Columbia—$100.

They Like It.

This is the sort of letters that are pouring in on the Pope Manufacturing Company:

MINNEAPOLIS, MINN., March 2, 1895.

I have ridden Columbias for ten years—two ordinaries and five safeties—and have never had cause to regret my choice. It is worth much to me to know that I have the finest mount that money and brains can build. One week ago I obtained from Messrs. Kennedy Bros. a Model 40, and have used it steadily ever since. It is difficult to find words to express my admiration for the beautiful wheel.

It responds instantly to pressure on the pedal, goes like the wind, requires little effort to make the "wheel go round," and is as stanch as one could wish. Though I have turned 40 years I anticipate much pleasure in giving some of the "kids" a fine view of my rear tire before the season is over—especially if they ride any other wheel than a Columbia. Yours truly,

A. M. WELLES,
Night editor *Tribune*.

L. A. W. 1,498.

Riders are certainly not hesitating about the bicycle to buy this year. The Columbia at its new price is more than a year ahead of all competition. No wonder the Pope factories are swamped with orders.

Art catalogues of Columbias and Hartfords will help you to grow wise in bicycle improvements. Free if you call on a Columbia agent; by mail for two 2-cent stamps from Publishing Department of Pope Manufacturing Company, Hartford, Conn.

A new tandem has been brought out in Germany. The form and appearance of this machine are strange. The second cyclist is placed above the first; the pedals that he works are above the latter's head. Triplets and quadruplets can be made in the same way.

E. H. Croninger, of Kentucky, and H. W. Robinson, of Massachusetts, have been honored by reappointment on the Racing Board.

In Bulgaria each regiment has a cycle squad of eight men commanded by a sergeant.

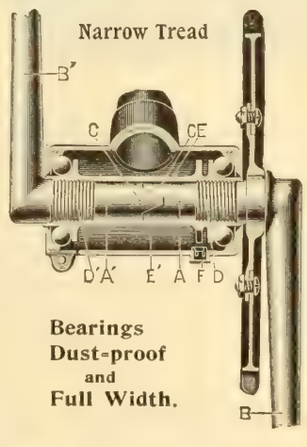
Three thousand permits to ride were issued to cyclists in St. Petersburg last year.

Cycling is implanted in New Caledonia. Noumea will have a cycle track.

Columbia Cranks

Cannot Work Loose

The Ideal Method of constructing and combining Crank Shaft and Cranks in 1895 Columbias does away with all keys and like devices for attaching the Crank to the Shaft, gives extreme narrowness of tread without sacrificing strength or diminishing distance between bearings, and is exceedingly simple and durable.



Bearings Dust-proof and Full Width.

It's a Good Thing—Study it Out.

(Sectional View from the Rear looking Forward.)

A B—Right Crank Shaft and Crank, with right hand thread D, in one piece, to which is securely brazed the four-pronged spider for the Columbia detachable sprocket.

A' B'—Left Crank Shaft and Crank, with left hand thread D, in one piece.

C C—Mortise and tenon in ends of halves of Crank Shaft.

D—Right hand thread on right hand side of machine.

D'—Left hand thread on left hand side of machine.

E E'—Sleeve into which the two halves of Crank Shaft are screwed, and which revolves with Crank Shaft unless held stationary by pin inserted into slot through hole F.

F—Hole for inserting pin to hold sleeve E E' stationary. This hole is closed by an easily removable spring cap.

Cranks are instantly removable without disturbing adjustment of Crank Shaft bearings or using tools or force.

Tested and Proved. . . .

The Columbia Crank Shaft mechanism was tested and proved on hundreds of Columbia racers in 1894. No experiment. It is mechanically perfect.

Pope Mfg. Co.
General Offices & Factories
HARTFORD, CONN.

BRANCH STORES:
Boston
New York
Chicago
San Francisco
Providence
Buffalo

On Columbias Only



"Thrown Together."

Victor Bicycles are NOT built that way. Many others are, though. Scientific construction, the best materials only, and rigid testing of every part, are keynotes of Victor success.

Others guess—we know.

OVERMAN WHEEL CO.,

Boston. New York. Detroit. Denver.

Pacific Coast: San Francisco Los Angeles. Portland.

EDWARDS GIVES UP.

The California Wonder Fails to get the Short Distance Road Records—Other California News.

SAN FRANCISCO, CAL., March 18.—Probably the most interesting piece of news that this vicinity has afforded to the bicycling world this week was the record-breaking efforts of Wilbur Edwards of the California Rambler team, who came down from Livermore early in the week, owing to the prevalence of wind (blowing in the wrong direction), which made any further attempt at record-breaking useless on that course. The team went over to Alameda and for three days tried to lower some of the shorter straightaway records but they did not succeed. On three occasions Edwards, paced by the quad, rode quarters in 23 seconds but the team could not go fast enough for him. On all of these trials Edwards rode without any outward exertion and had the team been able to go faster he would surely have broken some of the shorter records.

On Thursday an entirely new team, composed of Charley Wells, Bob Terrill, Tommy Hall, and Walter Foster, was put on the quad; but none of them had ever ridden on the quad before and they could not do any better than their predecessors.

All Attempts at Straightaway Records

have been abandoned for the present and the team has gone to San Jose where Edwards and Osen will go for track records before the time for such work expires and the track races for the year commence. The original quad team, with the exception of Allan Jones, who is a Class A man, will do the pacing on the new three-lap track in the Garden City. Jones will be replaced by Bob Terrill.

The Columbia and Falcon teams have gone to San Jose to prepare for the Garden City Cyclers' race meet, which takes place on April 19 and 20. Both Bald and McDonald and their trainer Asa Windle are already favorites with the San Francisco boys. They visited the Bay City Wheelmen's track last Tuesday and expressed great surprised at the wonderfully safe banking of the track, which is a five-lap cement affair. Bald says it is the finest five-lap track in the country, and but for the wind which blows down the back stretch it would be a record breaker.

Casey Castleman and Billy Burke, the southern California flyers, will be in this part of the state this week and commence training for the relay race. Castleman has been imported by the Olympic Club, of this city, and Burke has come north to ride for the Acme Club, of Oakland. Several of the bay clubs have imported riders to ride in the relay and no little ill feeling is the result. The original intent and purpose of the relay race was

To Bring out the Home Talent,

and not to have the successful club win the great race with the aid of virtual outsiders. The Garden City Cyclers and the Road Club, of San Jose, and the California Cycling Club, of San Francisco, are the only clubs whose teams will be composed of resident members.

The California Cycling Club held a ten-mile road race yesterday on the San Leandro triangle. There were twenty-four starters, each man starting 1 minute after the other. All of the riders finished the race, despite the very strong gale and two slight accidents. J. W. Harvey won time prize in 29:30.

Rumor has it that Otto Ziegler will forsake the San Jose Road Club and join the Olympic Club Wheelmen, of this city, but that he will ride in the relay for the Acme Club, of Oakland, of which he has long been an honorary member.

Some of the winners of prizes in the recent bicycle tournament at the Mechanics' Pavilion have not yet received their prizes, and suit will be brought for their recovery. Bob Terrill had trouble with the midwinter fair people over his prizes and is among the unfortunates this time, as are Walter Foster and Oscar Osen.

The *Morning Call*, of this city, has succeeded in awakening the residents of San Francisco, San Mateo, and Santa Clara counties to the fact that the roads and highways connecting this city and San Jose, and passing through the most important towns of the aforesaid counties, are

A Disgrace to this Progressive State,

for California is progressive for it has at last reached that stage of desperation at the acts of the Southern Pacific Railway that it has raised $5,000,000 to build the first real competitor this road has ever had, and though it may have never deserved the name "progressive," it deserves it now and will in the future.

The roads running through these three counties have been a great source of annoyance to outlying cities, owing to their unimproved condition, especially through the winter when the dust turns to mud and wagons sink to their axles in the soft ooze, and horses flounder up to their shoulders in the slush. During the summer they are little better, the dust being so thick and fine as to be almost suffocating at times. The county officers do not have them sprinkled regularly, the ruts are not filled up, and they generally present a very disagreeable appearance; in fact they have become an eyesore to frequenters of the road, and it has remained for the *Morning Call* to stir the people up to a sense of its condition.

CRACKAJACKS AT SAN JOSE.

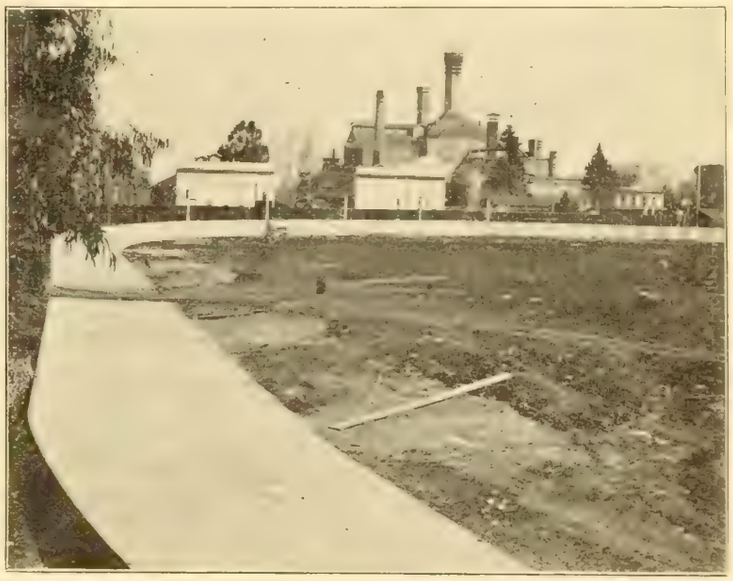
SAN JOSE, CAL., March 17.—Bald, Macdonald, Coulter, and Harbottle are here at last with trainers Windle, Tellam, and Foster. With Ziegler, the outfit of easterners is stopping at the Hotel Vendome, one of the most fashionable hotels in California, located just outside the northern limits of the city. The easterners are charmed with California and Californians and their reception on the track on April 19 will not be one whit less hearty than that which will be accorded Ziegler, Edwards, and Allan Jones, the Class A youngster of the Garden City Cyclers, who will astonish cycledom before the close of '95.

The easterners were given a grand banquet at the Vendome Wednesday evening last by the Garden City Cyclers. The occasion was one long to be remembered by those present. Bald, Macdonald, Coulter, Harbottle, Ziegler, and Edwards, together with scores of lesser lights, are in training on the new track, which the easterners pronounce one of the fastest, if not the fastest, in America. Next week both Edwards and Ziegler will go for all the track records paced by quads.

Trainer Asa Windle has given it out quietly that the Columbia team will start in the Class B events if the riders get in condition in three weeks' time.

Edwards arrived with his team mates from Livermore yesterday and immediately commenced active training on the new track. This idol of the Garden City Cyclers is in perfect form and will start for records this week.

The prizes at the big April meet will aggregate nearly $2,000 in value,



The San Jose track.

mostly in diamonds. The gems of the meet will be the Class B and Class A mile invitation events.

The matter of the proposed boulevard from San Francisco to this city came up before the Board of Trade at its meeting on Thursday night and was enthusiastically indorsed.

The matter was brought up by W. G. Griffiths, who spoke to the board in very forcible terms on the subject. He said: "It seems to me that this body should do all in its power to urge the proposition on. It would certainly be a grand thing for Santa Clara County and is entirely feasible, and the scheme could be carried out at a cost very small in comparison with the benefits to be derived from it."

W. C. Andrews, president of the board, said that he was entirely in favor of the project and would do all in his power to mature the scheme.

Jack Prince is in town making preparations to conduct a race meet of his own. Jack has not leased the Garden City's track, but will conduct his race meet indoors, and the course will be two dials set on the wall with hands connected to wheels fixed in the floor on which will be fixed two bicycles. He has obtained a sanction for the races and will offer good prizes, so he says, for the competitors to ride for.

It is rumored that in spite of his assertions to the contrary, Otto Ziegler will desert the San Jose Road Club for the Olympic Club Wheelmen, of San Francisco. The Olympic Club has been after Ziegler for many months, and it is now generally believed that he has succumbed to their wishes and will desert the club that has stood by him through thick and thin.

The Road Club has appointed a committee to wait on Ziegler and find out definitely if the rumor is founded on fact. If it is, the club will immediately expel him and not give him a chance to resign.

The San Jose Road Club has appointed a committee to wait on the Garden City Cyclers to ascertain if the club can have the use of the new cement track to give a race meet on or before June 1. If the Garden Citys will not favor them, the Road Club will give a race meet in San Francisco on the San Francisco Bicycle Track Association's track. It seems a pity that a San Jose club has to go to San Francisco to get the use of a track to give a race meet on, but it looks as if that would be the case.

Floyd A. McFarland rode ten miles in 26:40$^{3}/_{5}$ yesterday, in a tryout conducted by the Road Club. This is record time, but it will not be counted because the regular board of timers did not act. The former coast record for ten miles was 27:15.

FROM OVER THE SEA.

Preparing for the Return of the Anchor Shield—Robertson Defeats the Frenchmen With Ease.

LONDON, March 16.—In an instructive article on the cycle export trade during 1894, the *Cyclist* publishes the latest returns showing the value of cycles and cycle parts exported from the United Kingdom to the United States and British North America last year. For purposes of comparison the figures for 1893 are appended to those for last year. The figures work out as follows:

	1894	1893
United States (value)	$353,720	$1,001,125
British North America (value)	254,785	223,395

"The great fall," observes the *Cyclist*, "in the case of the United States will not come as a surprise to cycle makers, the only point of wonder is that the item is as large as it is. The increase shown to the credit of British North America must be considered as satisfactory, having regard to the fact that we have to deal, not only with an ever-increasing local industry, but with keen competition at the hands of American makers, who are doing everything possible to cultivate the Canadian trade. The increase in this direction has probably been more in cycle parts than in complete machines, as most of the Canadian cycle manufacturers secure their parts from the old country."

Undaunted by the wretched weather which completely marred the return of the Anchor Shield last year to its home at the famous "Anchor," Ripley, Hillier has fixed a later date and announced all the details of this year's ceremony which will take place next Saturday. The procession of riders taking part in the function will leave the "Angel," Ditton, at 4 p. m., and

Ride down the Classic Ten-Miles of Highway

known throughout the world by cyclists as the Ripley road. Through Esher, past Cobham and Wisley, the trophy will be borne on a tandem tricycle driven by the winner, A. E. Walters, accompanied by W. T. Walton, and surrounded by an escort of Polytechnic clubmen. Tea at the Anchor and White Hart hotels, Ripley, will be followed by a smoking concert at both places. In a long yellow bill announcing the show, Hillier mentions that the first London County fixture at Herne Hill will be an open amateur race meeting on April 27.

C. W. Nairn in the *News of the Wheel* gives further information respecting the "New Trafalgar Club," as the club for the "upper ten" will be styled. It appears that all the money was found last week and a start will be made at once. The lease of a detached house and its grounds has been secured. The house, known as St. Catherine's Lodge, stands in Trafalgar Square, Chelsea (not to be confused with *the* Trafalgar Square, Charing Cross), and the extensive garden will form the site for a quarter-mile track. The position will insure great privacy for the clubites, in fact. Although near Battersea Park and the country south of the river across the Albert Suspension Bridge, the position is a trifle too remote for a permanent exhibition of machines—one part of the scheme, as readers will remember. The promoters are said to be Sir William Call, Mr. Hwfa Williams, and their friends.

The Catford track has assumed such importance since the Catford C. C. started on its construction that it has been found necessary to convert the undertaking into a limited liability company called the "Catford Sports Ground, Ltd." Notwithstanding the delay caused by

The Month of Severe Frost Lately Past,

during which operations were necessarily suspended, I hear the contractor expects to have the ground practically in proper shape by the Easter holidays, which will leave time for the final touches to be put on before the Catford opening race meeting on May 5. The North London track at Wood Green, by the way, is expected to open on Whit-Monday, June 3.

The Irish office of works has finally decided to put a stop to racing in the Phœnix Park, Dublin, where for many years the Irish long-distance championships have been held. Irish riders will have to select another course and there will be one spectacle the less every year for the sporting residents in the Irish capital.

A very unexpected piece of news is the announcement that the Harrogate Camp will be no more. For some eighteen years the northern cyclists have been faithful to their original camp site at breezy Harrogate, the inland queen of watering places; but this year the spirit of change has possessed the executive and the camp will take place at Scarborough, the fashionable seaside resort of Yorkshire. Possibly the temptation of the Scarborough club's new track, which will be available for the races, has

Had Something to do With the Change.

At Harrogate the races took place on a grass track in the cricket field.

The empress of Austria, long celebrated among intrepid horsewomen, has taken to cycling. This is indeed a sign that the long-waited-for recognition of our pastime has at last commenced from the top, and may be expected to work down through the upper middle class stratum of society throughout Europe, as it has extended from the middle class downward during the past decade.

L. S. Meintjes, the South African crack, is expected to reach England shortly, and during his visit will probably take part in some races this summer.

Another addition to the cycling press occurred this week. A journal which I have never seen, *English Sports*, has been transformed into *English Sport and the Amateur Wheelman*, and is to be solely devoted to cycling for the future. Its mission will be to uphold pure amateurism and to cater especially for cycling club men. C. W. HARTUNG.

ROBERTSON DEFEATS THE FRENCHMEN.

PARIS, March 11.—The attendance at the Velodrome d'Hiver yesterday was as large as ever. The programme was a very attractive one and included, among other events, an innovation in the form of standing start tests of 100 meters. This new addition to the card proved to be very successful and was highly appreciated by the public. The great event of the day, however, was a 100-kilometer race which brought out some of the best men actually in training. Scotland had two representatives in Robertson and Lumsden, England three—Michael, Tom Linton, and Ed Hale—and the home division included Buffel, Cancel, and C. Huret.

Contrary to all expectations Robertson, who has a reputation as a sprinter, won the race in the excellent time of 2:21:20, which is but 44⅗ seconds outside of J. Dubois' world record, and is the fastest time ever made in competition. Robertson's victory would tend to prove the theory entertained by a certain class of sportsmen that a "homme de vitesse" (sprinter) can, if properly prepared, successfully compete in a 50 or 100 mile race against long distance men, whose principal qualities lie in their powers of endurance.

It is true that C. Huret's victory last season on the same distance over M. Farman and Jacquelin, two of the fastest men in France, lead these theorists somewhat astray, but the many successes of sprinters in similar races, among others Zimmerman's victory in England in a fifty-mile contest, would point to the fact that they are not far out in their reasonings.

In this case it must be remembered that

Robertson Holds the Hour Record

in England, and that we have to deal with a rider who has exceptional qualities of endurance and speed.

Never at any time during the race did the Scotchman try to get away from his opponents. He knew that, barring accidents, he was sure of success if he managed to keep up with the leaders to the finish, and any effort made by him to gain a lap or two might have jeopardized his chances of winning. Huret, on the other hand, forced the pace and did all he possibly could to leave the other competitors; with him to gain a lap meant winning the race and all his efforts were centered on the desire to attain that end. Robertson responded gamely to his attacks and his splendid riding was more than once the signal of prolonged applause from the spectators.

Huret's performance was a remarkable one. At the fortieth kilometer his rear tire exploded, and in changing machines he lost more than half a lap. The pace then became terrific and eighteen kilometers were covered before he again caught up to the leaders. This accident may possibly have had an influence on the result of the race. His defeat, however, is no disgrace; in fact, it is one of those defeats of which a man may well feel proud.

Michael, the little English wonder, showed signs of fatigue when the sixtieth kilometer was reached and began to lose ground. Considering the pace, it is surprising how the youngster stuck to the leaders so long. Lumsden also rode well but he

Hadn't a Single Pacemaker

at his disposal, and retired at the seventy-fifth kilometer, when in fourth position.

The result was as follows: Robertson, first, in 2:21:20⅕; C. Huret, second, a length behind; Michael, third, in 2:29:00; T. Linton, fourth, eighteen laps behind; Cancel, fifth, twenty-one laps behind.

The only record lowered was the ninety kilometers, which now belongs to Huret, who came within 2⅖ seconds of securing the fifty-mile record, at present in J. Dubois' possession (1:51:49).

The 100-meter standing start contests proved very interesting, and it is to be hoped that these "sprints" will be repeated as they were highly appreciated by the public. The first trial gave the following result: Maurice, :11⅘; Max, :11⅗; Rene, :11⅗; H. Farman, :11⅘; H. Fossier, :11⅗; Relph, :11⅗; Guif, :11⅘; Jacquelin, :10⅘ (record); Leneuf, :11⅘.

Trial No. 2, for the dead heats for second place, gave: H. Fossier, :11⅘; Max, :11⅗; Rene, :11⅘; Relph, :11⅗.

The third and final trial: Max, :11⅖; Relph, :11⅗. Jacquelin thus took first prize, Max second, and Relph third.

Houben vs. Zimmerman.

There has been a deal of talk in racing circles since Houben's easy defeat of the best French racers. A lot of admirers of the Belgian champion have said that when he finished in front of Zimmerman last July in Brussels it was not a fluke at all, and that he would be able to repeat the performance. That is talking rather big. But M. Baduel, the manager of the Buffalo and Seine tracks, now comes out with a letter to the effect that he will undertake to get Zimmerman back in France this year, and will match him against Houben for any amount from 25,000 to 100,000 francs —£1,000 to £4,000! And the question now is: Will Houben accept?—*Scottish Cyclist.*

Don Lacaille, the Scotch professional, has been whitewashed, he having proved to the Scottish Cyclists Union that he was forced into the professional ranks.

CYCLING LEGISLATION IN NEW YORK.

ALBANY, N. Y., March 24.—The wheelmen are scoring victory after victory in the legislature. They have killed the obnoxious "fog horn" bill of Senator Donaldson; have got a road guideboard and signpost bill through the assembly and are working it successfully through the senate, and their Niagara County cycle side-path bill has passed both houses and will be a law in a few days. This latter bill is an important measure, as it affects by implication the entire state of New York, and for that matter every state in the Union where cyclists are plentiful.

The bill was introduced at the instance of the wheelmen of Niagara County, who for some years have been endeavoring to have cinder side-paths for cyclists constructed along county roads. They at first tried to construct these paths by subscription, but after twelve miles of path had been made between Lockport and Olcott, a summer resort, the project dropped through for lack of funds.

There are in Niagara County about 4,000 wheelmen, and the scheme was conceived of putting a compulsory tax of 50 cents or $1 a year upon these to establish a side-track fund. Should the scheme succeed to the anticipations of the Niagara County men, every county in the state is prepared to adopt it in a more or less modified form to suit circumstances.

The other bill which is backed up by wheelmen, and which passed the assembly last week and is now in committee in the senate, is Mr. Husted's bill to amend the highway law relating to the erection of guideboards and posts upon highway intersections. The amendment provides that upon a written application of five taxpayers of a town or twenty taxpayers of the county the commissioner of highways must erect one or more guideboards at the intersections of highways, indicating the direction, distances, and names of the towns, villages, or cities to or through which such intersecting highways run. The application shall designate the highway intersection at which the guideboards are requested and may contain suggestions as to the inscriptions and devices to be placed on such boards. If the commissioner refuse or neglect for sixty days after application to comply, he shall forfeit to the town $25 to be recovered by the supervisors and be set apart for the erection of such guideboards. This bill is advocated by all the newspapers in the state and as there is practically no opposition will undoubtedly become a law.

Senator Donaldson's "fog horn" bill in the senate, which has aroused the ire of the wheelmen all over the state, provides that every rider of a wheel on public roads, streets, or places in the state when passing or overtaking or approaching any person or persons on foot or riding to give sufficient warning of approach when not less than two rods, or more than four rods distant, by blowing a bugle, horn, or whistle, or ring a bell loud enough to be heard by persons of normal hearing at such distance.

Every violation shall be deemed a misdemeanor punishable as such, and every person violating the act shall be liable in addition civilly for the damages that may be caused by such violation, including damages from the fright or running away of horses caused by any violation of the act.

This bill is in committee. Senator Donaldson, the introducer, said today that the bill "would stay there"; in other words, that owing to the opposition of the wheelmen the senator would let the bill die where it is. This is considered a great victory for the cyclists.

WILL CHANGE THE COURSE.

ST. LOUIS, MO., March 25.—The Forest Park Road Race Association will hold a meeting this week for the purpose of getting this annual fixture on its feet. Among the matters to be decided at this meeting will be the proposal to turn the management over to the Associated Cycling Clubs, to fix the date—June 1 seems almost a certainty—and most important of all change the course. The present course has several bad places in it—for instance the turn and railroad crossing at Union Avenue and the turn onto the Clayton Road from the park. The course which is considered most favorably is the one over which the St. Louis Cycling Club ran its road race last fall. The start is at Blair Monument, the same as the old course, only from the south side, going down Monument Hill into the park, winding about through the park, and coming out on the Clayton Road, just west of King's Highway, and from that point over the old course to the finish.

The Pastime Athletic Club held its cycle show Saturday and Monday. Although space was free the local dealers did not all come in, eight being represented. No attempt was made at decorating the gymnasium in which the display was made, and the displays themselves, on the whole, were rather indifferent. Neither was the attendance what might have been expected at a free show. The feature of the evening was the series of stereopticon views of Allen and Sachtleben's trip across Asia.

The coming Spring County tour is demanding the attention of local cyclists at the present time and from all indications the attendance will be very large. Clayton, the destination, is but a short ride and the '95 crop of riders will be sure to be very much in evidence. Souvenirs will be distributed and a programme of athletic events is being arranged. Should the weather on April 7 be unpropitious, it will be postponed a week.

LAST DAY AT EL PASO.

EL PASO, TEX., March 16.—Yesterday's races were abandoned, there still being great chunks of unsettled real estate flying through the air at lightning pace. Today the air was still and extremely cool for this section. The crowd was large and the races were closely contested and exciting. The visiting team was illy represented again, all being sick as a result of the water. Maddox, Callahan, and Levy were the only ones who could ride today, and in reality none of them should have done so. Doctor Brown won the quarter-mile from Callahan by a half length, but did it on his nerve. Maddox and Callahan fought out the others, and in the two-mile final Maddox kicked off a pedal and Callahan punctured a tire, all in the last thirty yards.

Levy and Nicolet rode an exhibition third on a tandem in :40, after having paced Dirnberger a third in the same time.

Mike made his debut on a crimson rim today. He arrived in El Paso on Friday, having left Hot Springs March 13, with Trainer Lyman. Both carried bills of health, signed and countersigned, the latter a dozen times. Hot Springs is under smallpox quarantine, and they had difficulty in getting away. Mike had to be vaccinated. He still bears the crimson rimmed mark left after the swelling in his arm had gone down. "I will never miss the springs to begin a season's work," said Mike; "they did me a lot of good. They are grand, making a man feel like a fighting cock in a week, cleansing the system and putting him into shape for work. I never felt better than I do now. While I have not been astride my wheel on a track I feel that I shall do better this year than ever."

Trainer Lyman in speaking of his man's condition said, "You should see him stripped. Mike is a model of physical beauty. He weighs now 170 pounds, in racing suit 166 pounds. And yet you would never think it. He is solid meat. I never took hold of a man in my life that I was as sure of landing with the top notchers as I am with Mike. Ride? Of course he can ride. A man with his strength, his form, and his determination will always succeed. Watch those crimson rims."

Summaries.

Two-mile handicap, Class A.—H. T. Walz, scratch, first; R. H. Hawcroft, 40 yards, second; A. White, 130 yards, third. Time, 5:24⅘.

Quarter-mile Class B.—A. I. Brown, first; L. A. Callahan, second; A. J. Nicolet, third. Time, :33.

Quarter-mile, flying, Class A.—H. T. Walz, first; Lee Bridges, second; J. C. Bushong, third. Time, :34.

Half-mile, Class B.—H. H. Maddox, first; L. A. Callahan, second; J. Levy, third. Time, not taken.

Two-mile, Class B.—L. A. Callahan, first; H. H. Maddox, second. Time, 5:13⅘.

Two-thirds-mile handicap.—H. T. Walz, scratch, first; R. H. Hawcroft, scratch, second. Time, 1:41.

REVIVED THE SOUTHERN CIRCUIT.

LOUISVILLE, KY., March 25.—The southern circuit scheme has been rejuvenated since the publication in THE BEARINGS last week of the probable failure of the efforts of the promoters. The latter were very much disconcerted at the publication of what they thought should have been kept quiet. After it became known that the scheme was about to drop for want of enough cities to insure its success, it was decided to go on with the work and push it through. O. W. Lawson has just returned from a business trip through that section, and said that he thought that there was enough enthusiasm to carry out the original intentions. He was then given charge of it, and has announced that the circuit will consist of the following cities: Memphis Nashville, Chattanooga, and Knoxville, Tenn.; Louisville and Paducah, Ky. The circuit will begin at Knoxville on May 11, at Chattanooga on the 14th, at Nashville on the 15th, at Memphis on the 17th and 18th, at Paducah on the 22d, and at Louisville on the 24th and 25th.

This will give eight days of racing in fourteen days, and bring the racing men back to Louisville in time for them to reach any point in the United States, except, of course, California, in ample time for them to have from one day up to getting themselves in trim for the Decoration Day races.

The season has opened in earnest at last. Two days of snow during the past week made a very dreary outlook, but it is different now. The racing men are beginning to arrive, and Steenson and the manager of the Stearns team are here now, and the Morgan & Wright team is expected this week. The entire Stearns team is ordered to report here on April 1. These are only a few who are expected. The Stearns men here say that Johnson and Eck will not be with the team this year; that they have left for Paris and will make the European circuit.

The Kentucky Division will hold the annual meet at Maysville this year, notwithstanding the hope that it would be changed to this city. The members at Maysville have just awakened to the nature of the work they have on hand and have announced that they will hold it during the last week in June. That time does not suit a great many of the local members who would like to attend. The chief consul is one of them, and so they will be requested to change the date to some day or days near the middle of the month.

The Rev. Chas. E. Craik, rector of Christ Church, was very seriously injured by a runaway team this morning. A large furniture van was being loaded on Fourth Street near the post office and in some way the team became frightened and dashed in Fourth Street. Mr. Craik was riding his wheel in the same direction as the runaway team and was unaware of his danger until the team was upon him. The first intimation he had of his danger was the cry of a pedestrian and instead of turning immediately to the sidewalk he hesitated and was struck full in the back by the pole of the wagon. He was knocked off the wheel and fell under the hoofs of the horses, one of which struck him on the forehead and as he lay upon the street he was kicked and trampled on. He was carried into a neighboring store and in a few minutes five physicians were at work trying to resuscitate him. He was unconscious for fully twenty minutes.

The Bearings The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, MARCH 29, 1895. No. 4.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co. 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

NOTHING IS IMPOSSIBLE.

The purpose of these remarks will be to show you that the men of all trades and professions may be enabled to attain success simply by means of a first-class bicycle. No other single instrumentality can be employed that will give as many or as satisfactory results as that of riding a bicycle, and for that reason the necessity of riding a good bicycle becomes all the more important (even thus far you can see that we intend naming the Fowler bicycle as the bicycle best suited to the purpose—but keep on reading). Take for instance the young man who is employed as a clerk in a large downtown store or office. He works at his desk from 8 to 6 o'clock, and gives his employer $50 worth of work for $20 pay every week. (Oh, you needn't smile; that's right—there are millionaires by the score who owe us most any amount we didn't get while we were working for them.)

Well, the young man rides a bicycle. If it is a clumsy ugly bicycle he derives only exercise out of the use of it, and no pleasure. If the bicycle runs hard he is dissatisfied, and after a short time he gives up riding entirely. If it is a light-running up-to-date bicycle he becomes exhilarated, and his brain is cleared out and he makes room in his thinking department for discerning either what is best for his employer or best for himself. Then he does one of two things: He satisfies himself either that he is doing well for the "boss" or poorly for himself, and if the latter he "makes a move."

Suppose the manager, while driving on the boulevard Sunday morning, sees the young man coming along on a rickety old machine, and dressed in "tough"-looking clothes. He concludes that his employe has no style anyway, and so he will not raise his salary. On the other hand, if the millionaire's eyes fall upon a bright shiny bicycle that makes no noise as it goes, and a rider whose suit is stylish and clean, he thinks that he could offer no objections to a proposition to do likewise. Many a practical application of this has come to our notice by the fact of young men having been taken into partnership as a result of their appearance on the street riding a Fowler bicycle.

PRINCIPLE ALWAYS GOOD.

Take for instance the minister. How does it look for a minister to ride up to his church and lean his bicycle against the vestibule door if the bicycle is one of the ancient vintages that are now proscribed by men who have the proper pride? Too much style may be detrimental, but a certain amount of it is a necessity, and it is surely wrong to make boneshakers a part of the ritual. (Wasn't it a rather severe test of the stability of some of the churches for the preachers to be seen mounted on one of those old ——?)

AND AS FOR THE DOCTOR.

Well, the doctor is supposed to know what is good for his patients. If it is seen that he does not know what is good for himself the patients will conclude that he doesn't know what is good for them. People are wont to take a pride in the style of equipage in which their family doctor drives up, and some of them even get sick on purpose to be able to call Doctor Flashy. If "Doc" comes to call in an old rig that looks as if it had done service in the Coxey march he is in danger of losing the case, but if he whips around the corner in a high-priced conveyance he makes a good impression and can charge bigger fees. The improved appearance resulting from riding a Fowler bicycle is worth three or four years of recognized experience.

Calling Upon Your Lady Friends.

It is just as necessary that you rig yourself up nice when you go on your bicycle to make a call as when you walk or go in a carriage. You would not think of driving up to the front door of your "only" and asking her to go riding in a delivery wagon or wheelbarrow. No, not any sooner than you would make a call on her while dressed in your "shop" clothes. Then what right have you to disgrace the front



A winning combination.

yard of her papa's house by depositing therein an ugly old bicycle and allowing it to remain there until you have won or lost her?

But if you are riding a Fowler bicycle there can be no objection raised. In fact, Fowler bicycles are known to be veritable matchmakers, and you must be a most undesirable fellow indeed if, after you show her you are riding a Fowler bicycle, she tells you that she "guesses not." Why, there have been more elopements on Fowler bicycles than on all other bicycles combined. Milwaukee is full of them.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

A BLESSING IN DISGUISE.

We have always tried to avoid placing THE BEARINGS among the list of "calamity howlers" and to make the best of everything. Some months ago we said, and said repeatedly, that we were threatened with overproduction in the cycle trade in 1895, and warned manufacturers against being caught with a big stock of wheels that they would have to dispose of as the season began to decline at ruinous prices, prices ruinous alike to themselves and to the trade in general. In spite of our feeble efforts the average increase in the outputs of the factories of the country bade fair at the beginning of the season to be not less than thirty or forty per cent greater than last year. The best evidence of this at the present time is the fact that there is a famine in raw material and parts, especially tubing. The saddle makers seem to be the only people who are able to keep up with orders and it is very possible that they would not be able to do so if the other makers of parts and material could hold up their ends. Those firms who have been wise enough to lay in sufficient material for their season's output will of course benefit by the famine and those who have not will suffer, but, all in all, we believe that the famine that is so much deplored today will be the salvation of the trade. It will prevent, in a measure, overproduction, cutting of prices and the demoralization of the market. For those who are among the "shorts" we extend our sympathy but for the general good of the general trade we can not see but what the famine will prove a blessing in disguise.

THE FAMINE IN TUBING.

The Shortness in the Tubing Market has Reached a Stage Where it Threatens to Shut up Several Factories.

There are a number of bicycle makers who are losing sleep over their inability to get tubing to keep their factories running. The western agents for the Mannesmann tubing report that they have been compelled to refuse orders for between 60,000 and 80,000 feet of tubing within the last six weeks, and that one of the biggest manufacturers in Chicago had offered them 25 per cent more than the regular market price for tubing, and had even offered to take odds and ends at this price. Another factory has dispatched one of its officers to England with money in his pocket to buy tubing and with orders to cable the results of his quest. In case that he is successful in obtaining the tubing the factory will be run along until it arrives. Otherwise it will be shut down. From several other factories in other parts of the country come similar stories. The situation in regard to tires, or some of them, is almost as bad and there are fewer wood rims to be had than are demanded, especially rims of good quality. A number of concerns have been compelled to return large percentages of the rims that have been shipped to them because they have been of inferior quality.

WHERE THE ELITE WILL RIDE.

NEW YORK, March 25.—The building to be occupied by the Metropolitan Bicycling Co., at the corner of Sixtieth Street and the Boulevard, is rapidly nearing completion and will be ready for business by April 8 at the latest. The capital behind this new venture runs away up into the millions, although the incorporated amount stands at $50,000. Men like J. B. Hoggan, the California horseman, and Col. A. A. Pope, both of whom count their millions in blocks of fives, are prominently connected with the company. A full list of the company's board of directors includes, besides the two gentlemen named above: Elliott Mason, New York manager for the Pope Mfg. Co.; W. A. Redding, the Cycle Board of Trade's attorney; M. L. Bridgeman, last year's manager of the Columbia racing team on the national circuit, and I. C. Stump, a capitalist of enviable reputation and wealth.

The building to be occupied by the Metropolitan Bicycling Co. is what used to be, years ago, a prominent equestrian academy, patronized by the elite of Gotham. One would hardly recognize the structure as the same that saw such a prosperous career beginning in 1885 and continuing until a recent date. The dimensions of the building as it will stand when all additions and alterations will have been completed, are as follows: Full size over all, 150 feet from back wall to front, 75 feet width, and 25 feet square which has been added to the south rear of the building. The riding-floor space is 115x75 feet. It is two stories high in front, three stories in rear. The floor is certainly finer than any ever laid for cycling. It has two thicknesses, one (the lower) is of ordinary flooring material while on top has been laid a hard maple, tongued, grooved, and planed layer. The floor was completed today.

M. L. Bridgeman will have entire control of the business so far as direct management is concerned and his polished manners, natural refinement, and general cultured air of politeness at once stamp him as the man for the position, coming in contact as he will with the most exclusive aristocracy of New York and vicinity. W. F. Murphy, the racing man, will be retained as manager of instruction. C. A. Underhill, formerly a member of the American Ormonde Cycle Co., ex-chairman of the M. A. C. C. racing board, and a power in cycling hereabouts, will be the Metropolitan Bicycling Co.'s head bookkeeper.

The direction of the physical culture department will be looked after by none other than Samuel Gordon, who until recently held the same position with the Manhattan Athletic Club, and a man generally conceded to stand at the head of that line in America.

In addition to

This Quartette of Department Managers

a corps of fifteen competent instructors will be in continuous attendance. "These men," Manager Bridgeman says, "will be models of perfect politeness. Let me so much as hear of the slightest deviation from the strict rules that will govern the instruction branch, and off will go the head of the offender without the least ceremony."

The costumes to be worn by the instructors will be something decidedly new and novel. To begin with, plain black melton will be the material used. High laced black shoes, black cyclist stockings, black bloomers, and black cap with "Columbia" across the front in gold letters. The coat worn will be an innovation. It will be a skeleton affair, with a front made to represent a low-cut vest; the coat proper will be attached to the sham vest, thereby doing away with all danger of flapping open. When the sham vest is buttoned the entire garment is on and ready. Immaculate shirt fronts of white, white turnover collars, and a black necktie made up into the shape of a bow will complete the costumes of the instructors.

Now for the arrangements of the building's interior. Entering the main door off the Boulevard one finds himself in a magnificently furnished hallway to the left of which is an entrance into the salesroom. To the right a door of glass leads into the riding school, encircling which is a low fence, set about three feet from the outside edge of the floor, making a passageway around the school.

A grand staircase up from the entrance hall takes one into the ladies' department. All improvements and conveniences known to the modern architect will be embraced in this department. Directly opposite, at the extreme rear end of the riding school, opening, like the ladies' rooms, on a



balcony extending completely around the building's interior, will be found the gentlemen's department, fitted up, like the ladies' rooms, with baths, showers, toilet room, wash rooms, attendants for rubbing-down purposes, lockers, and a room devoted exclusively to physical development, with all such appurtenances as punching bags, rowing machines, boxing outfits, fencing foils, Indian clubs, dumb-bells, rings, trapezes, and in fact

A Thoroughly Appointed Gymnasium.

Underneath the gentlemen's department is a complete floor for storage purposes where things will be so systematized as to run like clockwork. On the ground floor, rear, under the storage rooms, will be found the rental and shipping departments, the foreman and shipping clerk's office, and the engine room; this latter to be located in the newly added L.

Going back again to the front of the academy, the salesroom and company's offices are to be placed to the left of the main entrance hall, fronting on the Boulevard. The salesroom's dimensions are 40x60x13 feet, this latter measurement being caused by the fact that the boulevard runs diagonally uptown. A huge open fireplace in this department will throw forth a cheerful glow in the winter months upon the heavy leather upholstered furniture and expensive rugs to be strewn about the polished hardwood floor. One big plate glass window, 11x12 feet, will look out upon the street near the door; while another, 11 feet high and 23 feet long, will not only prove an excellent display window but a fine ornament from without as well.

Probably the one feature over all others that will be most up to date will be the "exhibition table," to be located in the salesroom. This will be nothing more than a special bicycle stand about four feet from the floor holding a complete Columbia bicycle in its brace. The stand will be of iron and as heavy as possible to make it steady. Around this stand at the

usual height of a table from the floor will be built a display board, resting on huge ball bearings, thereby allowing it to be revolved around the stand-rod, which is to run through the exact center of the table. In this table all parts used in the building of the model held in the stand-clutches above the table will be laid, each part in a separate groove made for that purpose. In this manner a lady customer may seat herself in a comfortable chair with a flat arm attached on which will rest a Columbia catalogue, and then, the table having been rolled over to her chair, any and every part used in the building of this or that wheel may be examined closely. The salesman will merely have to revolve the table to whichever part the customer has asked to see, and the part is there ready to be picked up, examined, and dilated upon by the salesman.

Music rides several times each week will be made fixtures at the academy, the band stand being located in the west balcony of the building

FROM THE CAPITAL.

WASHINGTON, D. C., March 25.—Trade is way up. Every one wants a wheel of some sort or description. There is as great a variety of tastes as there are ones to satisfy, so all the firms get their own goodly share of the business.

Cline Bros., who represent Overman, are about to open a new store on Pennsylvania Avenue, and they give a most amusing account of how overwhelmed they have been of late by all the teamsters of Washington who have wanted to "move them." They were pretty nearly moved in spite of themselves by enterprising parties looking for jobs; in fact things took such a turn they were obliged to engage additional help to enable them to meet this quite unexpected demand upon their time. They report a large increase of pupils during the past week at their riding academy on D Street, among whom may be numbered some of the most prominent people of the capital. It is not good form to mention names; the pupils are there and can be seen; and then again it is not best to tell quite all one knows, for something should be left for conjecture.

The polo game on wheels which was to have taken place last week did not occur, as Mr. Libby, who has charge of it, and who indeed is the originater of the game here, is so busy over Cline Bros.' new opening that he has not been able to hold the contest as expected. When it does take place it will undoubtedly create quite an interest in bicycle circles.

The Dorsett Hand & Foot Power Co., represented by P, von Boeckmann and Dr. G. F. Smith, who have recently opened their new store on F Street, report the outlook for trade as encouraging. The physicians are recommending the wheel quite extensively through the influence of Doctor Smith. It is thought by the physicians that the Dorsett wheel brings into play all the muscles and materially aids development, and therefore they give it their cordial recognition. Mr. Von Boeckmann is both social and musical in his tastes, and forms a most pleasing addition in any circle of society in which he takes a part.

The District Cycle Co. report a big business in Columbias. Their "bargain sales" on Saturday, when they make a reduction for the day only, still attract attention, and they consider trade unusually good.

Mr. Gerry, of Holmes & Co., was visiting the trade a few days since.

J. P. Clark, of Washington, is shortly to start on a trip through the south in the interest of the Shirk and Chicago.

The recent proposal to tax bicycles is in opposition to a sentiment that is rapidly growing, and it is coming to be quite generally believed that the government has no more right to levy such a tax than a highwayman has. A bicycle is private property, and many people who are not lawyers are reaching the conclusion that the constitutional restriction, "nor shall private property be taken for public use without just compensation," forbids such taxation, and that such a tax is illegal.

In Crocker's shoe store window on Pennsylvania Avenue a bicycle is displayed on which are hung boots and shoes. The firm are, they state, advertising their bicycle shoes, but as the wheel is the center of attraction, and by far the most prominent object in the window, it would seem that it was a pretty good ad for the wheel.

KANSAS CITY DOINGS.

KANSAS CITY, MO., March 25.—Trade continues remarkably good and all the dealers appear to be very well satisfied with the outlook, Business is coming from most unexpected quarters, the latest convert being a fashionable minister. The call appears to be for high-grade wheels almost exclusively, and comparatively few machines have been sold listing at less than $100. Clark Bros. have sold forty-one Cleveland Swell Specials to local riders, the J. H. Brunner Hardware Co. is doing well with the Rambler, and comparatively large numbers of the Remington, Thistle, and Ariel have been sold.

E. B. Rhea, for several years with Kingman & Co., is now manager of the bicycle department of the Columbus Buggy Co. The National, the America, and the Columbus are the wheels carried. A bicycle school, with instruction free to purchasers, will prove a strong inducement for beginners, especially ladies. The Boyd Cycle Co. has the Eagle and Eclipse in high grades, and the Essex Special and Featherstone line in medium grades. M. E. Smith & Son have the Syracuse agency; also the Shapleigh and Rugby in medium grades. The Mueller Bicycle & Sundry Co., another new concern, has opened a handsome store at Twelfth Street and Baltimore Avenue. The Fowler, Monarch, and Waverley are the wheels offered. Hatch Bros., 17 West Ninth Street, will handle the Spalding, some cheap wheels, and a full line of sundries.

Emery, Bird, Thayer & Co., the department house, has received its stock of so-called $100 wheels, which it sells for $50, and have unloaded a few of them. This house has an enormous business in general merchandise, but it will not cut such a big swath in the bicycle trade as its managers expect. The "dry goods profit" machine will have no affect whatsoever on the sales of high-grade wheels, and will not more than hold its own with goods of its class. The regular dealers have declared war against the department house and are making a specialty in their advertising of $50 machines; and in most cases are offering far better value for the money.

The Speedometer.

The Capitol Mfg Co., 125 to 137 Rees Street, Chicago, has a speedometer, an instrument for indicating the speed in miles and fractions. The instrument fastens to the fork right below the head where it can be easily read from the saddle. The speedometer is neat in appearance, is dust and water proof, is made of aluminum, and weighs but three ounces. The friction roller is run from the tire, but there is no wear on the latter. The list price is $3.50, and the Capitol company will have the instruments ready for delivery May 15. The speedometer has been tested for months and found to be accurate.



Chicago Affairs.

Frank Fowler of truss frame fame, returned to Chicago this week, after a very successful eastern trip. It was a sort of "rounding up" of agencies, and Mr. Fowler is highly elated at the way his machine is going, and particularly in New England.

A Bit of Advice About Pumps.

Long inflaters are a nuisance to carry, and they are not necessary if the following suggestion is taken. Turn round the back wheel till the valve is between the lower back stays, and rest the finger grip of the inflater against one of the stays, so that there is something to push against when forcing the air in. A piece of rag, folded two or three times, should be laid over the stay to protect the enamel, and the finger grip must be lightly held with the left hand to keep it in position. What tires the hands in pumping is not so much the pushing with the right hand as the holding of the finger grip with the left hand, and it makes all the difference in the world if there s something firm to push against. It is not so easy to use the front forks as a rest, but the front tire does not need pumping so hard as the back.—*Scottish Cyclist.*

No Tubing Famine in Syracuse.

SYRACUSE, N. Y., March 24.—The rumor that the Syracuse Cycle Co. and E. C. Stearns & Co. had closed their factories on account of a tubing famine, is denounced by John C. Bowe, of the Syracuse Cycle Co., as being without foundation. "We have tubing to keep us until September and are supplying outside concerns," said Mr. Bowe in conversation with a BEARINGS' correspondent. "E. C. Stearns & Co. are also well fixed as I understand it."

Three Late Catalogues.

We have just received advance catalogues from the Kenwood Bicycle Mfg. Co., Munger Cycle Mfg. Co., and the F. F. Ide Mfg. Co. The Kenwood catalogue has a gaudy cover of the poster style, which is evidently from the pen of Bradley; the Munger catalogue greatly resembles last year's production, while the Ide has a handsomely embossed cover. All of them are worth sending for.

A Home Trainer Tournament.

H. S. Robinson, of Meadville, Pa., recently gave a home trainer tournament. Six Robinson home trainers were used and the races were all close and exciting. Quarters were made in :20¼, miles in 1:46½, two miles in 3:06, five miles in 8:54, and ten miles in 18:20½.

Journalistic Repair-Man Wanted.

A bicycle repairer who is ingenious in his methods and who can describe them on paper can secure fair renumeration for such descriptions by arranging with STEADFAST, care this journal. One who can make good rough sketches preferred.

Peoria Address Wanted.

"Steadfast," who last week received a Peoria reply to an advertisement, has lost address and asks that it be repeated.

A bush growing in Jamaica called greenheart is particularly adapted for wood rims.

NOVELTIES OF THE PARIS SHOW.

In writing up the French cycle show *La Bicyclette* makes the following criticisms on the wheels exhibited. In hopes that some of our manufacturers may get a few hints from the French we reprint the article:

The saddle seems to be the least improved part of the bicycle—the lighter they are the less comfort. A few years ago saddles weighed from 3 to 3½ pounds; now a saddle that weighs more than 1½ pounds is despised. The T seat posts are in general use and are more in the rear. Better late than never; it is the triumph of good sense; in 1895 one can sit comfortably upon a cycle saddle.

The handle-bars.—They seem to have finally arrived at the better idea of not lowering the handles in order to have the pleasure of raising the hand.e-bars. The straight handle-bars that were in use for some time have been lowered little by little. The extreme drop bars are now only seen upon racing machines forcing the cyclist to fold himself like a V and to lie down upon his machine to the great injury of his lungs. The grips of cork, rubber, horn, and celluloid are still in use; felt has properly been abandoned. Cork is agreeable to the hand, but it soils and breaks easily; horn splits; celluloid can not be fixed solidly and turns in the hand, and rubber leaves a bad odor upon the hands; it is difficult to decide, but it is believed that

Rubber Handles Covered with Silk,

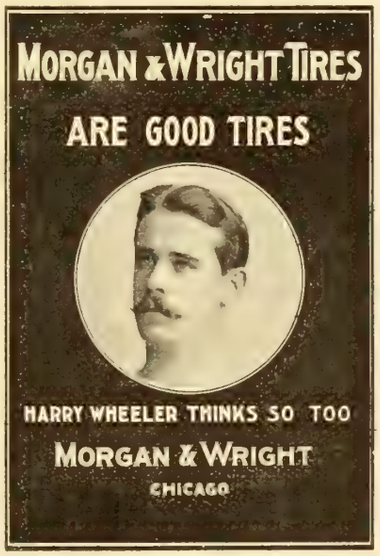
skin, or simple woolen are the best. Fine machines affect celluloid handles veined with delicate colors.

The frame.—Nothing needs so little change as the frame, but much zeal is shown, to judge by the unexpected shapes seen at the show. It must be admitted that the tandem frame can be strengthened by extra tubes, especially in the front part, at the head of the fork, which should be supported on account of the weight that it carries; but for the single wheel the classic frame has come to stay, and if some houses believe it necessary to reinforce it, it is probably because these houses have delivered badly constructed frames that have caused complaint. There is no reason why good builders should feel obliged to surcharge their machines with tubes as useless as ungraceful. It is not necessary to speak of the rigid, extra rigid,

Non-breakable and Rigid Frames,

unfortunately only found in the French section. From an examination of the whole exposition it is clear that the 1895 frame only differs from the 1894 frame by the size of the tubes, which have been pushed to exaggeration by some builders. Two unbrazed frames were exhibited and attracted much attention; in that of M. Lamy, of Paris, the tubes were joined by rings with conical nuts and threaded collars which will surely come loose.

The aluminum and bamboo frames were objects of curiosity. Some antivibrating spring frames were shown, but not as many, however, as one would expect after the recent claims made for such frames. It proves that the inventors are at work in this direction. It is believed by some that the spring frame with the pneumatic tire will be the ideal machine, but the application of the principle appears difficult.



Tread.—There is a tendency to make the tread not quite so narrow; the 4 and 4½-inch treads have disappeared. It is wise not to go below six inches and treads of 6¾ inches were perfectly acceptable, especially for tall wheelmen. The crank riveted or fixed by any means whatever to the large sprocket wheel is common.

The chain.—Only a few roller chains were seen upon the machines exhibited; it is absurd. Every one acknowledges that

The Roller Chain is the Best,

at least for tourists' machines. It runs better in the rain, it is less affected by mud and dust than the Humber chain, which is used because it is a little lighter. There is no use fighting against popular sentiment; the public must have what it demands, even when it is known that what it demands is worthless; and to make a stand, while less scrupulous dealers would do a good business, will not pay. One should not be more of a royalist than the king, or pretend to know better than the purchaser himself what he wants, who gleans his information from certain special journals whose specialty consists in publishing nonsense. The Humber is proper for racing machines, but upon other machines it grinds and stiffens, and refuses to work unless it is cleaned and oiled often, while the roller chain is always supple. If it is not used in 1895 it will be in 1896.

Sprockets.—On some of the machines the rear sprocket has fifteen teeth and consequently the front sprocket has thirty-seven.

It is an Exaggeration

like making the wheels forty or fifty inches under the pretext that the larger the wheel the better it runs.

The cranks.—No more round cranks are seen, they must be flat in 1895; no one knows why; however, it is not important, as only one thing is desired—that they be strong.

The wheels.—Nothing in particular is offered in the way of wheels; nearly all of them have tangent spokes. The Humber still has direct spokes upon the front wheel and half direct, half tangent on the driving wheel; it is difficult to find any advantage in this strange construction. With pneumatics the tangent spokes are the best, with cushion tires direct spokes will answer.

The rims.—Wood is surely gaining ground; not a stand that does not show wooden rims upon its racers and light roadsters. It must be concluded that they are preferable to steel, especially for hollow steel rims of tourists' machines, although it is said that moisture and heat affect them, and have an injurious action upon the wood and that they are only practical for racing and spins in the city.

Tires.—The inventors have stopped for the present. There will be fewer patents in 1895. They have found that they were turning in a circle;

They Must Remedy the Defects

in the pneumatic or return to the cushion. The inventor of the elastic or roller tire describes his tire four times a day to a skeptical audience without perceiving that they are guying him.

The brake.—The brake is conspicuous by its absence on nine-tenths of the machines exhibited; however, a few ingenious novelties were found. The pneumatic brake, for example, is a miniature Westinghouse. You squeeze a rubber bulb and a rubber brake shoe is inflated. It is very powerful when exhibited before the public, but in reality very weak, and not sufficient to stop a machine when going down grade. Another ingenious brake applies itself when you pedal backward; it causes some jolting, but the inventor says one will soon get used to it. The best brake is the Hall, with two rubber shoes lined with leather, rubber, or wood. It would be better upon the driving wheel, but would necessitate too many rods. The builders of today are fearful of weighting their machines, so one must be satisfied with the brake on the front wheel and never leaving the pedals.

ENGLISH TRADE NOTES.

LONDON, March 16.—There has been some little sensation in trade circles this week on account of a rumor which has been circulated in London during the last few days, which has been to a certain extent authenticated by a leader in this week's *Wheeler*, to the effect that at least one if not two large American firms are in negotiations for London depots. Well, if they can sell better goods at a lower figure they have every right to do so, and if they succeed in beating our products we shall only have ourselves to blame.

Meanwhile a great many people over here go on inventing things which are not required, the latest aspirant in this line being a gentleman who has brought out a detachable handle-bar, which can be removed from the machine and utilized for braining highwaymen and footpads. The man who is to invent a pneumatic tire which can be used as a hose pipe in case of fire is to be let out of Hanwell Lunatic Asylum next week.

Another monstrosity is a ball-bearing chain-wheel. In this the periphery is constructed in the form of a groove—how little the inventor understands of the true principles of ball bearings may be imagined when I say that the groove is round, so that it is in contact with balls for more than half their circumference—in which a large number of balls, sufficient to encircle the wheel, are placed. The teeth are of bridge form, so that the balls may pass under them. It is claimed that the links of the chain will rest on the balls and so escape friction, but a little thought will show that real chain friction is occasioned by the chain leaving and coming on to the teeth, the motion on the periphery being merely a lifting on and off which causes no friction that balls could remove.

Opinions differ greatly as to whether or not the Bamboo Cycle Co., Ltd., will be floated. The prospectus has been published in this week's cycle papers, and the capital asked is no less than $400,000, of which sum $240,000 is to be paid for the good-will plant, etc., of the present trial company. Now, it would be extremely interesting to know what the shareholders in the new concern are to get for their money. The bamboo cycle has not proved a success at any rate commercially, and there are many people who have tried the machine and find it wanting as compared with a steel-framed mount. The patents are, moreover, uncompleted, and even if the finals are granted they can only claim a certain method of manufacture, for anybody can make a bamboo cycle if they please. Therefore, we can see that if the machines did become popular the company would not have a monopoly in spite of the very large sum to be paid to the vendors.

Mr. Justice Vaughan Williams has dismissed the application for the compulsory winding up of the Preston-Davies Tire Co., but has granted a supervision order. The question of how the company came to lose $240,000 in less than two years will, therefore, be gone into.

F. J. Osmond has brought out a new pattern of hub for use on racers and road racers. I understand that it has many excellent features and that its trials have proved so satisfactory that it will now be fitted to all the light machines turned out by the firm.

Several agents in the northern districts have taken up the matter of the publication of wholesale prices, which is now common, and manufacturers will be requested to give the subject their attention. It is certainly

...THE...

Arrow, Rex, and Climax Tires

ARE

LIGHT, SWIFT, AND STRONG.

MANUFACTURED BY

THE EASTERN RUBBER MFG. CO., TRENTON, N. J., U. S. A.

REQUEST CATALOGUE.

In using these tires you are placed in a position somewhat similar to that of the customer at the restaurant, who, on ordering hash, was told by the darky that "Any one ob dem odder dishes would be better dan dat," and answered "Yes; but in taking hash I get them all."

Mention The Bearings

Points of Perfection

Contained in **ANDRAE** cycles are fully explained in our new Catalogue. We might mention among these points of perfection that are sure to interest you the Detachable Steering Head cases and frame and fork reinforcements.

You can dig into

Andrae Cycles...

all you like. You won't unearth a skeleton; you will find considerable meat on the bone.

Julius Andrae & Sons Co.

MILWAUKEE, WIS., U. S. A.

If you are actively interested in the sale of Cycles

send us your request with business card and we will send our new catalogue of

Sunbeam Cycles

—AND—

Cycle Sundries

Prices---$40---$50---$60 and $75.

Julius Andrae & Sons Co.

MILWAUKEE, WIS., U. S. A.

MENTION THE BEARINGS.

one that is of importance, for no other trade lets the public into the knowledge of the exact difference between its wholesale and retail prices.

The Humber No. 17, dropped-frame tandem (the tandem for two ladies), and the new pattern ladies' safety will be shortly put upon the market in real earnest. The machines will be built at the Coventry factory at the special request of the inventor (C. W. Brown), and the alterations made in his original designs, made by the Beeston factory, which rendered them inferior, will not be carried out.

I was rather surprised to read the correspondence anent the advantages of belled chain wheels which has recently appeared in THE BEARINGS. I can not see how anybody can possibly imagine that the placing of the periphery of the chain wheel between the ball races can have any other effect than that of placing the chain pull between the bearings, for surely the mechanical axiom that "power travels in a straight line" is pretty widely known in this enlightened age. As a matter of fact, C. W. Brown, in the Touring Club *Gazette* for April 1890, advocated the use of dished chain wheels for this reason, and he has more or less done so ever since. The only reason that wheels of this type have not come into general use is because manufacturers here are so conservative. Again, some feared sheering strain, but in practice it has been found that this is not very serious and can be easily overcome. If any one still doubts that wheels of this description do tend to place more equal strain upon the ball-races I would ask them to make the following simple experiment: Stick two pins firmly into a piece of wood about six inches apart. These will represent the ball-races. Now take a piece of wire about eighteen inches in length, and bend it at right angles in the center, and about two inches from this bend make another right angle backward, so that a shorter end will lie parallel to the longer one. Place the wire flat on the wood in which the pins are stuck so that its longer side rests on them equally. Now with the tip of the finger pull the end of the wire outside the right-hand pin toward you, and watch the result. You will see that the other end of the wire will leave the left-hand pin. Now replace the wire and pull it toward you, this time with the finger between the pins just inside the right one. The wire will not now leave the left pin, but will press against it. Then pull the parallel piece of wire, bent as described, between the pins as in the last experiment, and the result will be the same, thereby clearly demonstrating that power *does* travel in a straight line, and that a belled chain wheel *does* put more equal strain upon the ball-races. An experiment carried out as suggested will positively stop all further discussion. WILL O' THE WISP.

The first samples of American Humbers were received and placed on exhibition at the New York depot of Humber & Co., 318 Broadway, last Monday.

TRADE HAPPENINGS.

NEW YORK.—Anglo-American Cycle Fitting Co., incorporated by George A. Driggs, Theodore E. Smith, Joseph Friedenstein, William B. Smith, and Charles N. Judson, to manufacture and sell the various parts of cycles. Capital stock $50,000.

NEW YORK.—The National Mercantile Co, incorporated by Stephen W. Collins, Thomas F. Kennedy, Walter E. Preble, and Charles Collins to manufacture bicycles, etc. Capital stock, $30,000.

NEW YORK.—Pierce Thompson Cycle Co., 107 Chambers Street, New York, will add a bicycle riding school. They have leased the entire top floor in the building their store is in. This floor runs through from Chambers to Reade Street, and a full line of George N. Pierce & Co.'s bicycles are on exhibition.

SARATOGA, N. Y.—Charles N. Hulbert, bicycles, will remove from his present store, 334 Broadway to 352 Broadway. He is building an addition which will be used as a bicycle repair shop.

SUFFERN, N. Y.—Charles H. Hansen, bicycles, will open new store in the Traphagen Building before April 1.

BETHANY, MO.—Cole & Pile, hardware, etc., invite propositions from bicycle manufacturers looking to accepting agency.

AURORA, ILL.—The Aurora Automatic Machine Co., incorporated by Charles Erickson and T. H. Ball, of Aurora, and Simond Flershein, of Chicago, to manufacture bicycle specialties, sewing machines, etc.

BROWNSVILLE, TENN.—T. B. King, hardware, etc., will add bicycle department, and is securing information regarding prices, etc.

NEW YORK.—H. Hardy, 25 West Houston Street, is reported organizing a company, to have a capital stock of $100,0.0, to manufacture an improved bicycle. The new wheel will not weigh more than 24 or 25 pounds.

ST. PAUL, MINN.—Farwell, Ozmun, Kirk & Co., sporting goods, hardware, etc., have moved into new building on East Third Street, extending from Broadway to Pine Street, covering area of 94 by 203 feet, with six stories and basement. This is a corporation, of which the following are the officers: F. P. Strong, president; O. A. Bostwick, vice-president; R. A. Kirk, treasurer; W. T. Miller, assistant treasurer, and F. A. Bostwick, secretary.

NEW YORK.—E. J. O'Connor, whose present address is Park Avenue Hotel, is endeavoring to organize a company or to effect a partnership, for the purpose of manufacturing a bicycle invented by himself, and for which a patent was issued May 1, 1894, the number of the patent being 519,024.

PARKERS PRAIRIE, MINN.—Saunders & Post, hardware, bicycles, etc., partnership dissolved.

MURPHY, N. C.—Wood & Gregg, hardware, etc., are preparing to take up bicycles.

ST. PAUL, NEB.—N. I. Bollenger, hardware, bicycles, etc., sold out to Theo. J. Steen, of Boelus, Neb.

BEL AIR, MD.—Phineas F. Ball, hardware, etc., desires propositions from manufacturers of bicycles and bicycle sundries.

WASHINGTON, D. C.—Parker, Bridget & Co., clothiers, at 315 Seventh Street, N. W., has added a sporting goods department.

WASHINGTON, D. C.—B. H. Stinemetz, hatters, 1,237 Pennsylvania Avenue, has added a department for bicycling apparel, tennis goods, etc.

CORDELE, GA.—Cody & King, hardware, etc., is looking into the advisability of adding bicycle department.

SYRACUSE, N. Y.—Merrion Andrews is reported to be endeavoring to organize a company, or form a copartnership to manufacture a new bicycle gear recently invented by him, and for which a patent application has been made. It is claimed that the new gear only adds about six pounds to the weight of the wheel, but that its increased speed more than makes up for its weight.

WORCESTER, OHIO.—H. A. Rich, of Fort Wayne, Ind., and J. P. Bough, of Goshen,



Ind., have formed copartnership, and will open a new hardware store April 1, and will take up bicycles.

DAYTON, KY.—Roy McClanahan invites propositions from manufacturers of bicycles and bicycle sundries, looking to accepting agency.

CHATHAM, N. Y.—William W. Grey, new hardware store opened, and correspondence with manufacturers of bicycles and bicycle sundries, looking to accepting agency.

AUGUSTA, ME.—J. H. Cogan & Co., hardware, etc., will take up bicycles, and are improving the interior of their salesroom, with that object in view.

NEWTON, N. C.—Newton Hardware Co. will add a bicycle department if a good, light-weight wheel can be secured.

BEEVILLE, TEX.—Burrows Bros., general merchandise, desire agency for good bicycle.

THOMPSON, MINN.—Cameron & Smith, hardware, bicycles, etc., partnership dissolved.

LINCOLN, NEB.—Kelsall & Hawley, gunsmiths, sporting goods, etc., partnership dissolved, Hawley retiring. The business will be continued by Kelsall.

Something New in Ladies' Sweaters.

Neat looking figure, eh? Nothing immodest about that, is there? Mrs. Grundy is opposed to ladies wearing sweaters, but then she has probably never seen this one. When she does she will certainly change her mind. Dimick & Austin, of 78 Chauncy Street, Boston, have been working on this idea for some time, and they think that they have nearly reached perfection. As may be seen by the accompanying illustration, the sweater is stylish, natty, and fits perfectly. The large puff sleeves please the ladies. For cycling, boating, yachting, at the mountain or seashore they are almost a necessity. They are made in all colors, with standing or sailor collars.

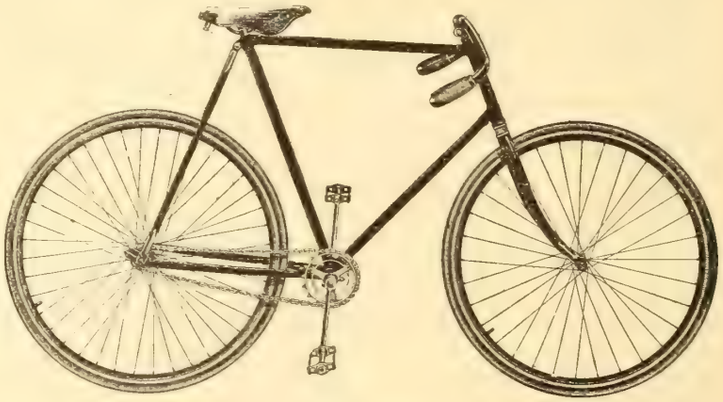


A New Home Trainer.

L. H. Bannister, of Youngstown, Ohio, a wheelman well known to the cycling world, has placed on the market a home trainer that promises to become popular, due to its many superior points and the popular price at which it is sold—listing at $15. Mr. Bannister says he has made a long study of the resistance of riding as well as the momentum of a rider and wheel under speed, and is confident he has arrived at a correct combination of these two factors in this trainer.

ZIMMY'S WHEELS.

The Zimmerman Mfg. Co.'s catalogue is "a thing of beauty and a joy forever." Zim has certainly shown his artistic taste in the pamphlet. Its covers are handsomely illustrated in the poster style, while inside will be found interesting reading. The models of the Zimmy are certainly handsome and graceful. The racer is the best looking machine, as a matter of course. As may be seen by the cut it is speedy looking and has the lines of a flyer. It weighs 18 pounds.



"ZIMMY" RACER.

By the way, Arthur Augustus will be in Chicago in a week or ten days. He will make a two weeks' stay and will keep open house at the store of the Shirk Mfg. Co., 272 Wabash Avenue, agents for his wheels.

M. Newman & Co., of Chicago, have been established about eight years, and from the first have stood in the front rank of manufacturers of ladies' garments. The latest addition to their enterprise is the Nonpareil bloomer suit, which testifies to their talent. Newman & Co. propose to extend their business in the future, and it can not be denied that their prospects are most favorable.

William W. Shoe, of the Star Nickel Plating Works, Philadelphia, has purchased the stock and machinery of the Curtis-Child Mfg. Co. and is now ready to supply the trade with Solid Comfort saddles.

PEERLESS

Riders Get There!

Agents Make Money!!

Write Us and Find Out WHY.

TRADE MARK

SEE THAT NAME:

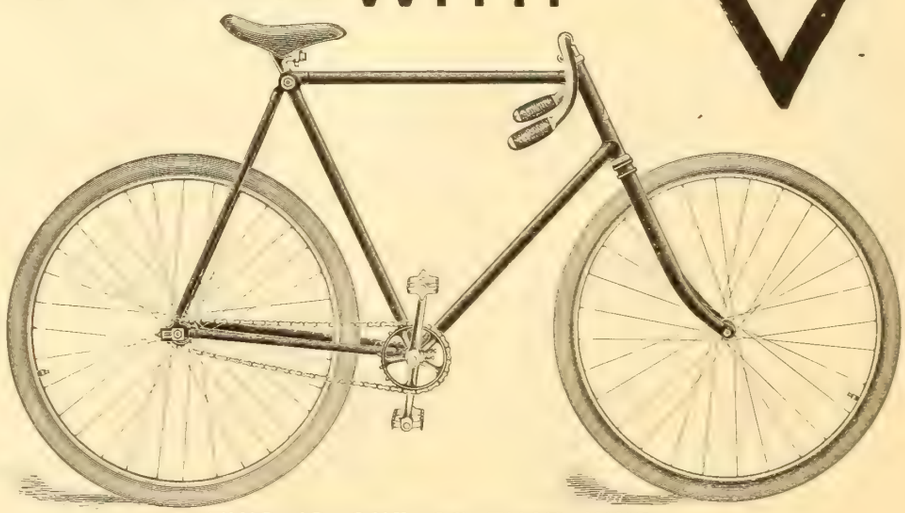
Peerless

"Just a Little Better Than the Best."

Briefly: Better buy a bicycle built for business!

WE BUILD 'EM.





THIS IS ONE OF THAT KIND.

Would you know more about it? Then write for "Blue Brochure."

THE PEERLESS MFG. CO., CLEVELAND, OHIO.

The man who wants to handle a splendid wheel at a living discount should write us.

TRADE NEWS FROM BREWSTERVILLE.

PHILADELPHIA, PA., March 24.—The Cycle Trade League of Philadelphia held its regular business meeting on Tuesday evening. After the transaction of regular business a lively discussion ensued concerning the rates to be allowed on second hand wheels. This is the great bone of contention and it will be a hard matter to arrange satisfactorily. The League is working for the good of the trade, however, and it is more than likely that an amicable understanding will soon be reached.

C. A. Musselman, the manager of the new branch recently established here by the Remington Arms Co., at 911 Walnut Street, reports that thus far the business has been very good. Mr. Musselman is well known in cycling circles and as the wheel he is representing is a good one he should make a success of the agency.

The Philadelphia Cycle Bazaar, of which Emil Werner, the promoter of the recent cycle show, is manager, has already begun to feel the effects of that exhibition and is doing an excellent business. Mr. Werner handles the Smalley, Monarch, Triangle, Tribune, and several other makes, in addition to doing a very large repairing business.

PROVIDENCE AND HER DEALERS.

PROVIDENCE, R. I., March 14.—The spring cycle trade in Providence never really commences until a day or two of good riding weather occurs. It so happened this week, and the rush was so great that few of the dealers were able to supply the demand for catalogues. Most of the standard wheels are represented here, and the season promises to be a lively one. The city boasts of two riding schools managed by the Pope Mfg. Co. and W. W. Whitten.

The W. W. Whitten Cycle Co., an old established house, carries the largest line of wheels in the state. Among them are the Victor, Thistle, Orient, Wolfe, Globe, Remington, Pierce, and Royal cycles. They will also place a wheel on the market designed by their manager, C. H. Weld.

Dawson & Co., of Pawtucket, R. I., are putting out a strong bid for trade. Their spacious salesroom is well adapted to show off the Stearns and Lovells.

The excellent points of the Rambler are fully explained by Williams & Munroe, who are also agents for the Barnes, Majestic, and the Crescent lines.

H. A. Lozier & Co. are represented by Edw. A. Godding (formerly of the Providence Tire Co.), who has recently fitted up a store and will sell Clevelands and Puritans.

One of the neatest and best located stores has been opened this month by H. A. & W. C. Keith, agents for A. G. Spalding & Bros. Mr. Perego, formerly of Omaha, Neb., has charge. They will handle the Spalding and Credenda cycles as well as a complete line of sporting goods.

Wm. A. Suddard will not talk chainless wheels this season, but will devote his time to pushing Eagles, Premiers, Waverleys, and Wilhelms.

Campbell & Co. have reopened for the season and will continue to sell the Keating and Relay.

The Pope Mfg. Co. has a well-appointed store in charge of W. G. Rankin, well known as a maker of toe-clips. It is a typical Columbia agency.

T. H. Early will handle the Crawford in connection with his hardware business.

Ben. Smith has resigned his position with the Whitten Cycle Co. and has located with H. B. Shattuck & Son, 249 Columbus Avenue, Boston.

TWO HUSTLING YOUNGSTERS.

James W. Shone and Roswell J. Hanna are responsible for the large business done by the Hall-Shone Co., of Rochester, N. Y. They travel in all parts of the United States and Canada and have sold a large quantity of

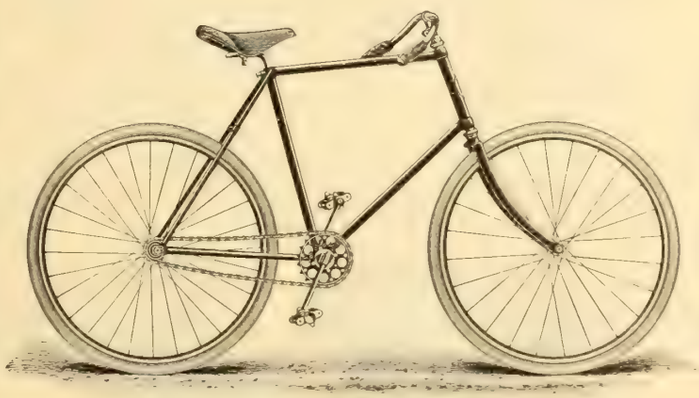


J. W. SHONE. R. J. HANNA.

bicycle mud-guards and sundries. The Hall-Shone Co. manufactures Shone's automatic mud-guard, Gem mud-guards, H. S. graphite, Bicyclean, the Eclipse cycle lock, H. S. cement; Gem, Simplicity, Cyclone, and Automatic bells, the Racer toe-clips, and a bicycle holder. It also sell the Loew cyclometer.

THORSEN & CASSADY Co

141 AND 143 WABASH AVE., CHICAGO.



VICTOR BICYCLE FRAME No. 3.

SOLE AGENTS

VICTOR BICYCLES

IN ILLINOIS, WISCONSIN, AND IOWA.

ALSO

REMINGTON, STEARNS, LOVELL DIAMOND,

AND

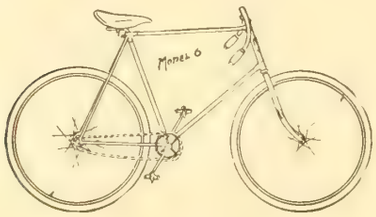
WABASH BICYCLES.

"Size 'Em Up"

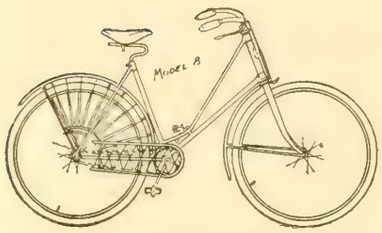
That's what we would be pleased to have you do.

Of course the illustrations only show the "fetching" lines of the wheels, but if you are sufficiently interested--as we hope you will be—we should be very pleased to tell you all about them—our prices to the trade among other things.

Will you accord us the opportunity?



22 1-2 lbs. $75.



25 lbs. $75.

They are both presentments of the Elmore bicycles.

The Ixions ($65) are worthy companions.

We will sell both and have room for energetic agents.

EDWIN OLIVER & CO.,

21 Park Row, NEW YORK.

THE TRACY WELLS CO., Columbus, O., General Agents for Ohio.

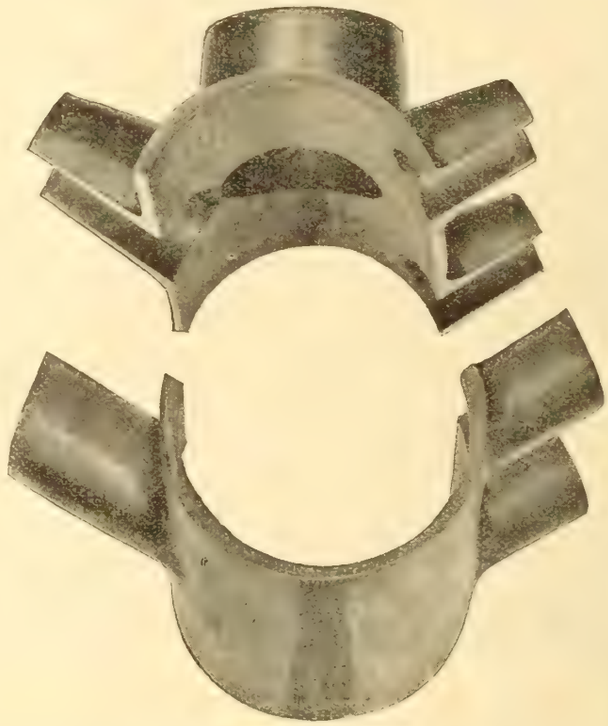
THE SUPPLEE HDW. CO., Philadelphia, Pa., General Agents for Pennsylvania, S. New Jersey, and Delaware.

Mention The Bearings

WHAT DO YOU THINK OF IT?

A purpose to aid the wheel builder is always commendable, and we ascribe much of the success of our worthily pre-eminent American product to individual effort or the "parts" maker. Following a crude attempt of our Anglo brethren (crude because we see no relief from excessive cost and unwholesome weight), we have just had submitted to us the advanced idea of a bisected, drop-forged, hollow bottom bracket. J. H. Williams & Co., Brooklyn, who, with their fluted pedal crank, have caught the "material" fancy of the best builders, send a cut of their conception of this article and invite criticism.

The prime purpose is to avoid expensive tools, machinery, etc., and mimimize cost. To make the project thoroughly practical it is designed to furnish the pieces, after being forged to gauge, with specially milled edges, the whole forming, when completed, a perfect cylinder. Made in this manner, excepting necessary reaming of lugs and cone recesses, the forging is practically ready for the brazing furnace. At each intersection of lugs



and cylinder, and necessary to the life of this bicycle keystone, graceful rounding fillets will be formed in the forgings, giving them the strength never practically attained in sheet metal or tubing bottom brackets. The outer surface, lugs included, will be so smoothly forged as to necessitate positively no filing or grinding whatever—ordinarily a matter of conspicuous cost in a solid forging.

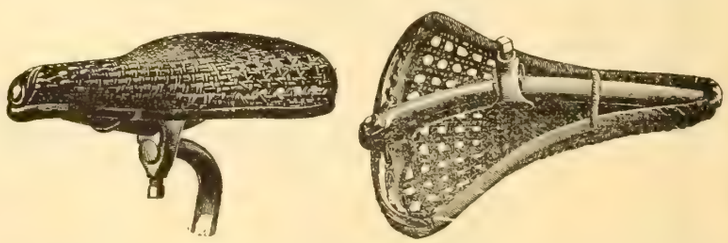
The following proposed general specifications are subject to changes justified by special contract or up-to-date demands of their patrons:

Outside diameter of cylinder, 1¾ inches; length of bracket, 3 inches; lugs for tubing, 1x1x¾ inches; weight (computed), 10 ounces; price (estimated) in excess of solid forging, 5 to 10 cents.

An ingenuous expression of opinion will launch or relegate a seemingly meritorious article.

A Rattan Saddle.

Mesinger Bros., of 177½ East Eighty-seventh Street, New York, have a novelty in the way of a rattan saddle. The springs and cantles are made



from the best hickory wood, steamed and bent into the right shape. The weight of the saddle is only ten ounces. When desired steel springs are used, but these add five ounces to the weight of the saddle, which sells for $5.

We are in receipt of the first number of "The Art Idols of the Paris Salon," published by the White City Art Co., 319 Dearborn Street, Chicago. The volume comprises reproductions of some of the most famous pictures in Paris. They are loose and suitable for framing. Just the thing for a clubhouse.

IT'S THE SAME MAN.

We illustrate a novel idea in photography, that is the double of a man on a bicycle in two positions, with two different facial expressions. The picture is of I. D. Coryell of Gordon, Neb. Mr. Coryell is a photographer

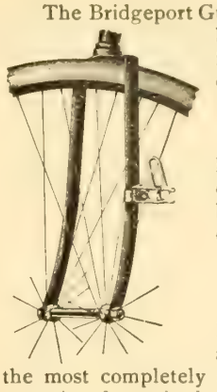


himself and also an enthusiastic wheelman. He carries a camera on many of his trips, and thus manages to get a double joy out of life. He rides a Sterling.

It is seldom that a new machine is better than expected.

STAR LAMP BRACKET.

The Bridgeport Gun Implement Co. has a ready seller in the fork lamp bracket. It is chamois lined and adjustable to the front fork. This bracket is similar to the Bridgeport company's head bracket.



Eastern Rubber Co. Growing.

The Eastern Rubber Mfg. Co., of Trenton, N. J., has just completed the building of an extensive addition to its works; it has also put in four new boilers. These improvements were necessitated in order to enable the firm to fulfill its contracts.

A Thriving St. Paul Firm.

ST. PAUL, MINN., March 22.—F. M. Smith & Bro., of St. Paul, have completed their new factory and repair shop and now claim to have one of the most completely appointed shops of the kind in the northwest. It occupies the entire building at 325 Wabash Street, and is fitted up with the latest appliances in the way of machinery for making and repairing wheels and is to be the home of their new mount, the Gopher, of which they will make a large number and for which there is already an assured demand. The Gopher will be a strictly high-grade wheel and will be offered and sold on its merits. Last fall a number of them were made and gave the best of satisfaction to the riders who bought them.

The establishment of Smith & Bro. occupies three floors and a basement. In the basement is the factory fitted up with new lathes, buffing wheels, emery wheels, grinders, and all the tools necessary for a first-class shop. The power is supplied by electric moters, and gas is used for brazing operations. In connection with the repair shop they have put in an immense air tank with connections on the outside of the building, so that riders who want to fill their tires can do so at any hour without entering the store. The third floor of the building is devoted to the riding school for gentlemen and the second floor to one for ladies. The first floor contains the salesroom and offices. This room is divided by a partition, the front room being given to the new stock and the rear to the second-hand.

Fred S. McCausland, Jr., of Boston, handles the Crescent instead of the Eclipse as was stated in THE BEARINGS recently.

A. G. Spalding & Bros. have taken the sales agency for the United States for the Turney pace indicator.

HAVE YOU DOUBTS?

If so, go to your scientific or mechanical friend and get his opinion. We give the following clipping from a well known New York daily:



Within the last week, a cyclist, having heard so much of the cycloidal sprocket of the Tribune wheel, made up his mind to find out the benefits to be derived from its use over other sprockets, and asked for information of one of the professors in a well-known scientific institution in this vicinity, and was told that for the purpose of reducing friction and for ease of running it was the thing desired, the right thing in the right place; that from a scientific standpoint it surpassed all other sprockets. The foregoing can be verified by James S. Henderson, 165 Greenwich Street, New York.—Ex.

The cycloidal sprocket is unquestionably an advance in the art of making sprocket wheels, and those who wish to lead the procession will do well to investigate its merits. Write for catalogue.

THE BLACK MFG. CO., ERIE, PA.

Mention The Bearings

'Tis a Dainty Steed, Forsooth.



IN ADMIRATION FOR THE CRIMSON RIMS.

STAUNCH AND TRUE.

You can buy a **"Crimson Rim"** and reel off three or four hundred centuries. Your machine is with you when you finish.

The

20-lb. SYRACUSE SPECIAL

is built from the ground up in a way **"to stay."**

Western Agents: **Farwell, Ozmun, Kirk & Co.,**

ST. PAUL, MINN.

Mention The Bearings

Crescent Bicycles

$75 Money Can Not Buy Better.

$50

Standard Prices. **$40**

Descriptive Catalogue Free.

Western Wheel Works

CHICAGO.
NEW YORK.

Mention The Bearings

REGARDING DISHED SPROCKETS.

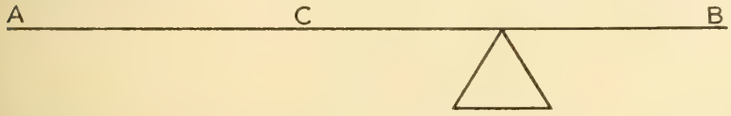
EDITOR THE BEARINGS: Seeing the question of "Wood Rim" regarding the merits of dished sprocket wheels, I would say that I fully agree with Mr. Frank Douglas that the strain on the sprocket-wheel axle is in direct line with the center of the chain. If the wheel is attached outside the line of bearing nearest the wheel, the greater part of the strain will come on that bearing, acting as a lever of the first kind on opposite bearing. If the sprocket is moved toward the center, between the bearings, the leverage will diminish on the bearing nearest the sprocket, and increase in the same ratio on the opposite one, until the center is passed, when it will be strongest on the outside bearing; or, in other words, the nearer the wheel is placed to the center between the bearings the more equal will be the draft. In relation to the lever and fulcrum diagram I would say that the weight placed at C would simply tend to hold A down, as it would make no difference whether the distance between B and C was an extended arm or solid perpendicularly from C down, as the weight placed at C would be between the fulcrum and A. In order to gain leverage on A, weight must be placed on the opposite side of the fulcrum. Yours respectfully,

SKOWHEGAN, ME., March 11. C. A. MITCHELL.

A Voice from Michigan.

EDITOR THE BEARINGS: Regarding that sprocket wheel question in your issue of March 1, I would say that G. & J. are right, and that the best place for the sprocket wheel would be exactly halfway between the bearings, if it could be placed so all wheels would have it there. As to the second question, it seemed as if the party referred to as B must be entirely ignorant of the most simple laws of mechanics, as he can see with his mouth that the points A and C are both on the same side of the fulcrum. The line C B is unnecessary. Let him take a lever as follows:

Now let him hold on firmly at the point A, and let somebody else put a weight of 1,000 pounds at C and see if it has the same effect on him (B) as



it would to put the same weight at B. Let him try the weight in both places, C and B, never letting go of the point A till the weight had been at both points, and then report, or rather get some one else to report for him, as his arms would be hung up in slings.

Yours truly,

BATTLE CREEK, MICH., March 17. E. V. TUTTLE.

The Inventor of the Johnston Two-Speed Bicycle.

Wm. C. Johnston, of Boston, is no novice in the inventive field, but has been known for many years as a mechanical as well as an electrical expert, and his inventions in both lines are many. His aim is to excel in anything he undertakes, as well in sport as in business, which will be seen by his record as a rifle and revolver shot. Mr. Johnston has represented Massachusetts as a rifleman both in this country and in England. He was a member of the famous rifle team that went to England in 1889, and he also holds the world's record as a revolver shot.



WM. C. JOHNSTON.

Mr. Johnston was an enthusiast of the old velocipede days when that wheel first made its appearance in this country. He built at that time several of those now ancient wheels, with roller bearings in the hubs, and was one of the first to adopt the spring saddle for the same. He has always been an enthusiastic bicyclist, and was induced to invent this two-speed wheel for his own use. He rode it for one season before offering it to the public; then, finding that there was such a great demand for it, he decided to put it on the market. Meeting with such favorable results during the season of 1894, he planned to go into the business on a larger scale for 1895, and now offers a fine line of wheels, both for ladies and gentlemen, with his two-speed attachment.

We want a good, first-class repair man to manage our repair department, one who could also sell wheels if necessary. We also want a thoroughly reliable man, highly recommended, as manager of our bicycle department. Address, L. R. C., THE BEARINGS. * * *



IS YOUR WHEEL RUSTY?
REMOVES RUST.
POLISHES NICKEL, STEEL, AND BRASS.
Manufactured by
G. W. COLE & CO., New York and Chicago.
Send three 2-cent stamps for sample.

Mention The Bearings

WANTED—A position as salesman either on road or in retail store; have had experience; can give best of reference. Address X Y Z, care of "Bearings."



Mention The Bearings

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

ILLINOIS CENTRAL R.R. — I.C. — CENTRAL ROUTE

CHICAGO TO ST. LOUIS

THE DIAMOND SPECIAL

SOLID VESTIBULE TRAIN.

Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing A. H HANSON, G. P. A. Ill. Cent. R. R. Chicago, Ill.

It's a good thing and you can push it along.

WHAT IS? WHY THE

POORMAN BICYCLE

J. E. POORMAN,
5 WEST FIFTH ST., CINCINNATI, OHIO.

Jobber of Develine Whistles.
Orders filled promptly.

Mention The Bearings

WANTED

500 to 1,000 Bicycles

1894 MODELS, OR OTHERS,
AT

RIGHT PRICE. SPOT CASH.

L. C. JANDORF & CO.,

Mention The Bearings 57 PARK PLACE, N. Y.

IMPORTANT ANNOUNCEMENT!

The Develine Whistle

For an ear-piercing, soul-harrowing, nerve-shattering noise, with which nothing that nature produces can compare, we recommend this new whistle. If you wish your neighbors to rush for their shotguns, dogs to start for the cellars, cats to die of envy, and all living beings to start up in heartbroken protest, buy one of these and blow it. We can not guarantee that your own hair will not turn gray, nor do we warrant you against instant execution. Samples 25c.

SAMPLE BY MAIL.



EXACT SIZE.

Retail Price, 25 cts.

WE ARE TIED UP NO LONGER.

CAN TAKE CARE OF YOU ALL.

GUARANTEE PROTECTION IN EVERY WAY.

SOLE SELLING AGENTS FOR THE UNITED STATES,

MOSSBERG WRENCH CO., Attleboro, Mass.

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XI

No. 10

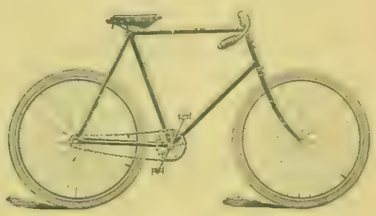
....CHICAGO, APRIL 5. 1895....

"UNIONISMS"

FOR LIGHTNESS,

AND BRIGHTNESS,

AND POSITIVE ALL RIGHTNESS



The Union Crackajack

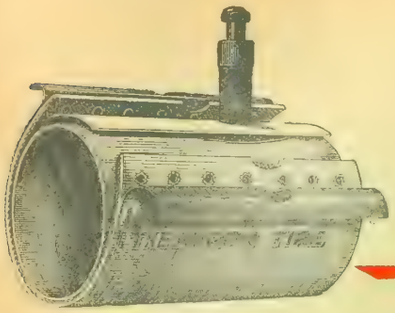
PUTS IN THE WINNING BID.

We undertook to overtake the field on general principles, and here we are with a strong lead.

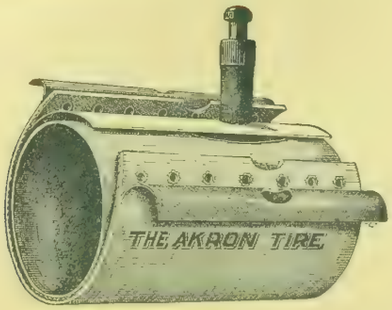
UNION CYCLE MFG. CO.,

Branches: Philadelphia--Milwaukee. 239-243 Columbus Ave., BOSTON, MASS.

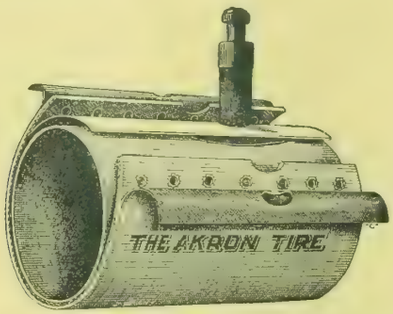
Our "Book on the Bicycle" sent free on application.



AKRON TIRES



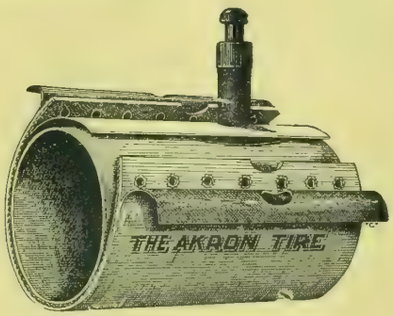
INSIST UPON HAVING THEM.



Two Grades==
"A" and "B".

••••••••

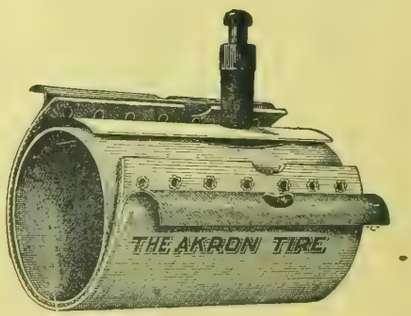
Descriptive matter, catalogue, etc., upon application.

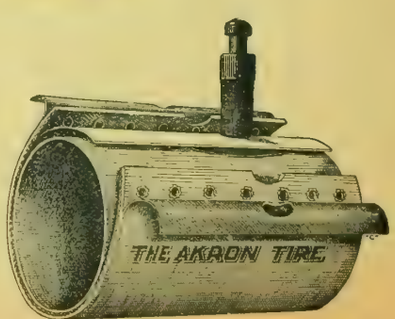


You know about the

G. & J. Tire.....

Remember, we manufacture these also.





The B. F. Goodrich Company,

Akron Rubber Works, AKRON, OHIO.

Selling Agents,
THE COLUMBIA RUBBER WORKS CO.,
NEW YORK—65 Reade St.
CHICAGO—151 Lake St.

Mention The Bearings

ECLIPSE CYCLES

"THEY STAND THE TEST."

NOT ONLY THE STRONGEST CYCLES IN THE WORLD, BUT "HANDSOME AND PERFECT IN RUNNING QUALITIES."

Waverly Printing Co,
64 Diamond Street,
S. H. BENNETT, Proprietor.

ECLIPSE BICYCLE CO., PITTSBURG, PA., March 27, 1895.
Beaver Falls, Pa.

Dear Sirs: We received Mrs. Bennett's "Eclipse Bicycle" on Saturday through the Bindley Hardware Co. We do not think a finer or handsomer wheel was ever built. Its lines are perfect, and its running qualities can not be excelled. Words are inadequate to us to express our entire satisfaction with same. All who have seen it pronounce it the handsomest wheel ever built. Should the weather permit, Mrs. Bennett and myself will visit your factory some day next week, when you can see her mounted on one of the handsomest bicycles ever built. "Success to the Eclipse" is our wish. Sincerely yours, S. H. BENNETT.

IF YOUR COMPETITOR HAS NOT ALREADY SECURED ECLIPSE AGENCY, WRITE US.

ECLIPSE BICYCLE CO.

INDIANAPOLIS, IND. **BEAVER FALLS, PA.** HAMILTON, CANADA.

Western Agents, Simmons Hdw. Co., St. Louis, Mo.

Advised against the "G. & J.", eh?

An agent writes that he had ordered a lot of wheels from a certain maker, but would have no tire but the G. & J. The maker advised some other tire—said the "G. & J. wood rim was a questionable success."

Indeed! Perhaps there was something in it?

And the agent suspected--and tested the G. & J.

Now suppose a salesman said his
Soap was better than ——'s!
Piano superior to the ——!
Carriages more swell than ——'s!
Hat more stylish than the ——!
Silverware better than Number ——!

You would suspect--knowing the "standards" so well.

Suppose you didn't know of the success of G. & J. tires and wood rims, and an interested dealer or maker, or some one with a grudge, told you the "G. & J. tire was a questionable success"—

Wouldn't you suspect--and investigate?

Buy tires as you buy flour--see the test.

G. & J. orders filled immediately from a stock which is all right.
TIRE MANUAL free upon application.

Gormully & Jeffery Mfg. Co.

N. Franklin and Institute Place, Chicago.

Branches and Riding Academies at

CHICAGO, 86 Madison St., BOSTON, 174 Columbus Ave. NEW YORK, Cor. 57th St. and B'dway.
WASHINGTON, 1325 14th St., N. W. BROOKLYN, 419-421 Flatbush Ave. DETROIT, 201 Woodward Ave.
ENGLAND, 29 Union St., Coventry. FRANCE, Vital Bouhours, Paris.

HOW DO YOU

ACCOUNT FOR THE

PHENOMENAL GROWTH

OF THE

"W. S. C. H." CYCLES?

"W. S. C. H." is on the bottom bracket
of the genuine.

THE Harmanschulz Cycle House.

116 to 122 N. Lincoln St., CHICAGO.



1895--The Home of Diana Bicycles.--1895

Isn't It So?



Catalogue for the asking.

Some bicycles look like a picture, yet wear like a tin-type. It's different with "Dianas." **They** are as beautiful as the picture of their prototype, and wear like an oil painting. They have beauty, grace, speed, quality, and more—the **Cycloidal Sprocket,** a scientific mechanical feature.

The price? That's the cap sheaf.

Cortland Wagon Co.,

Cortland, N. Y., U. S. A.

TO DEALERS

IF YOU WANT ONE OF OUR HANDSOME ENAMELED SHOW CARDS, SEND US YOUR NAME AND ADDRESS.

THEY ARE HANDSOME ENOUGH TO HANG IN MOST ANY STORE.

(Did you ever see a piece of genuine Sea Island cotton?
We will send it for the asking.)

AMERICAN DUNLOP TIRE CO.

504-506 W. FOURTEENTH ST.,

NEW YORK CITY.

WESTERN BRANCH,
266 Wabash Ave., Chicago, Ill.

CANADIAN BRANCH,
36-38 Lombard St., Toronto.

THE HOMACOUSTIC



THE HOMACOUSTIC MOUNTED ON PEDESTAL.

Connected with the instrument, within the pedestal, may be any number of tubes, coming up through floor, and located wherever it may be most convenient for user.

A Method of Actual Voice Transmission.

NEW WORK FOR AN OLD SERVANT.

The Homacoustic gives man's old servant, the voice, something to do in a new way. It introduces a new and perfect method—not a new principle—and makes the human voice answer the highest purposes of reciprocal communication between points close enough to permit of its being carried with natural clearness. Such points lie within the confines of large business structures and great ships, and constitute indoor inter-communication.

ESTIMATES FURNISHED.
CORRESPONDENCE SOLICITED.

Sole Owners and Manufacturers, U. S. A.,

The Rau Manufacturing Co.,

128 Michigan St., CHICAGO.



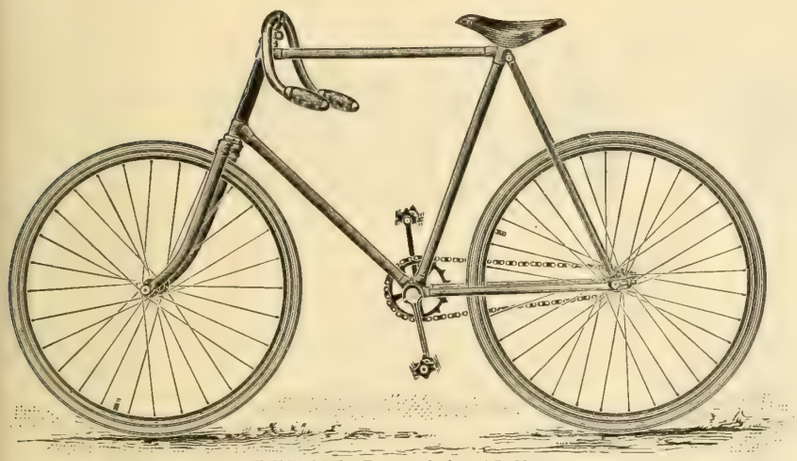
THE HOMACOUSTIC WITH DOUBLE RECEIVER.



THE HOMACOUSTIC CENTRAL STATION OR SWITCH BOARD

Royal Bicycles....

Up to Date and in Advance.



RED HEAD, weight 18 lbs.

Reinforced joints.
Accurately cut sprockets.
Tool steel chains.
Specially selected rims.
Piano wire spokes.
Brandenburg pedals.
Mannesmann tubing.
Drop forgings throughout.
Plating on copper.
Superb in design.
Exquisitely finished.

Royal Limited holds

24-Hour Record for

American Roads.

Light. Durable.



ROYAL LIMITED, weight 21 1-2 lbs.

Some of our Agents--more to follow:

Harbinson & Guthright, Louisville, Ky.
Studley & Barclay, Grand Rapids, Mich.
Hobbs Hdw. Co., London, Ont.
Knight Music Co., Denver, Colo.
Penn Bicycle Co., Philadelphia, Pa.
Herald Cycle Co., New York.

Miner & Fisk, Rochester, N. Y.
Fred F. Dudley, Boston, Mass.
The Frank T. Miles Co., Cincinnati, Ohio.
W. W. Whitten Cycle Mfg. Co., Providence, R. I.
A. C. Stalknecht, Saginaw, Mich.
D. W. Burright, Mitchell, S. Dak.

RIDE THE BEST.

ROYAL CYCLE WORKS, Makers,

Send for Catalogue.....

MARSHALL, MICH.

IMPORTANT ANNOUNCEMENT!

The Develine Whistle

For an ear-piercing, soul-harrowing, nerve-shattering noise, with which nothing that nature produces can compare, we recommend this new whistle. If you wish your neighbors to rush for their shotguns, dogs to start for the cellars, cats to die of envy, and all living beings to start up in heartbroken protest, buy one of these and blow it. We can not guarantee that your own hair will not turn gray, nor do we warrant you against instant execution. Samples 25c.

SAMPLE BY MAIL.



Retail Price, 25 cts.

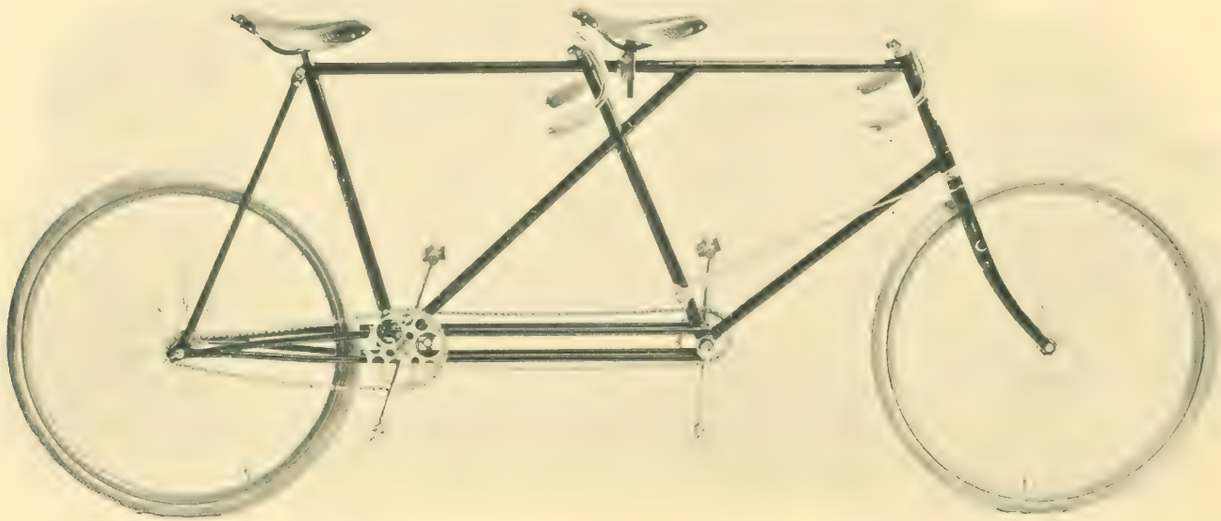
EXACT SIZE.

WE ARE TIED UP NO LONGER.
CAN TAKE CARE OF YOU ALL.
GUARANTEE PROTECTION IN EVERY WAY.

DAME, STODDARD & KENDALL, Boston, Mass.

SOLE SELLING AGENTS FOR THE UNITED STATES,

MOSSBERG WRENCH CO., MANUFACTURERS OF NOVELTIES, ATTLEBORO, MASS.



ECLIPSE TANDEM.

WEIGHT, 38 LBS.

THE GREATEST SUCCESS OF THE TIMES.

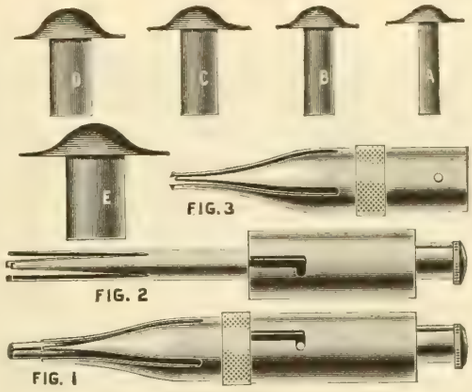
GRISWOLD'S NEW REPAIR TOOL

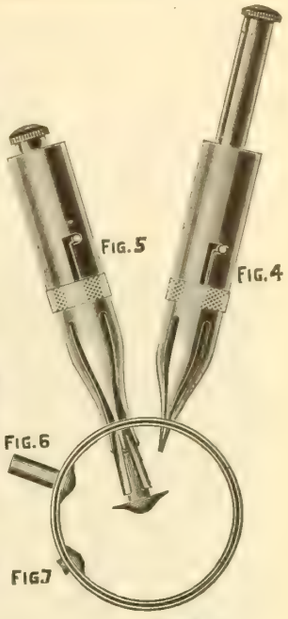
FOR SINGLE TUBE TIRES.

Price, $1.00.

IT WILL PAY YOU TO INVESTIGATE.

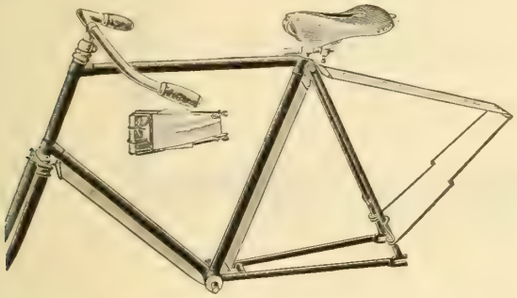
Fig. 1 shows the tool as carried in the tool bag or pocket. **Figs. 2 and 3** show the tool separated. **Fig. 2** shows the divided plunger in which the stem of the plug is inserted. **Fig. 4** shows the tool locked together with the rubber plug inside the pointed expander, which is inserted in the puncture. **Fig 5** shows the plunger forced through the puncture inside the pointed expander, with the plug carried through and inside the tire. **Fig 6** shows the tool withdrawn, leaving the plug in the puncture with head of the plug inside of the tire and covering puncture. **Fig 7** shows the stem of the plug cut even with the surface of the tire, making repair complete.





Griswold's Detachable Folding Bicycle Rubber Mud Guard.--$2.50.

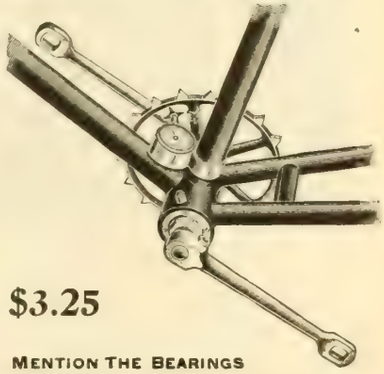
Adjusts itself to any length or depth of bicycle frame without the use of buckles or other cumbersome device. Made of the finest quality of Para sheet rubber, and spring steel wire. Can be folded up and carried in the pocket. Weighs but 8 oz., the most complete guard on the market.



Griswold's New Cyclometer

Is the Greatest Novelty of the Times.

Can be adjusted to any bicycle gear or carriage wheel. Reads like a watch, registers 1,000 miles and repeats. Weighs less than 2 oz. Absolutely dust and water proof, movement positive, can not get out of order.



For full descriptive circulars, trade prices, and discounts, write to the

M. E. GRISWOLD CO., Washington Heights, CHICAGO, ILL.

$3.25

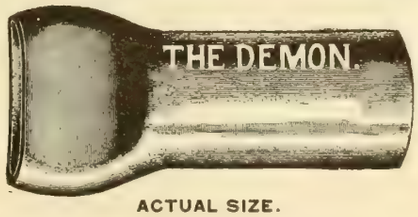
MENTION THE BEARINGS



THE DEMON WHISTLE

BEST YET. LOUDER THAN ITS PREDECESSOR.

IMPROVED.
DURABLE.
SIMPLIFIED.
HOLDS ITS TONE.



ACTUAL SIZE.

RETAIL PRICE,

25c. POSTPAID.

CASH WITH ORDER.

IT IS A HAIR RAISER, AND NO MISTAKE.

Prices on large lots will be quoted on application. Agencies wanted everywhere. Whistles can be supplied at once.

DEMON WHISTLE Co

233 EAST RANDOLPH STREET, CHICAGO.



"WE STAND PAT."

Lyndhurst

A SPECIAL MADE BICYCLE

While others have reduced weights, we have not.

Last year's ROAD WHEEL was 21 pounds.

We made a ROAD RECORD of :20 1-2 for the Quarter on a 17-pound Nickel Lyndhurst.

We have led weights to the *danger line*, and until we discover a new metal we have stopped.

McKEE & HARRINGTON,
LYNDHURST, N. J.
173 and 175 Grand St., New York.

Mention The Bearings

WILHELM BICYCLES

Secure our handsome 32-page catalogue, giving description of our full line.



MODEL A ROAD RACER.

W. H. WILHELM & CO., Manufacturers, HAMBURG, PA., U. S. A.

GENERAL REPRESENTATIVES . . . . .

THE GEO. WORTHINGTON CO., Cleveland, O.—Ohio, Indiana, Michigan, and Western New York.
E. P. CHESBRO & CO., Willimantic, Conn.—Connecticut, Massachusetts, Rhode Island, New Hampshire, and Vermont.
PACKER CYCLE CO., Reading, Pa.—Pennsylvania, Maryland, Delaware, and New Jersey.
C. R. JORDAN & CO., Santa Barbara. Cal.—California.
KANSAS CITY BICYCLE CO., Kansas City, Mo.—Kansas and Missouri.
F. B. PARSHLEY & CO., York Beach, Me.—Maine.

Mention The Bearings

From the Dealers Standpoint

a bicycle needs more than mechanical perfection. It must be in demand. That means advertising, no matter how good a wheel it is. It must be permanent. That means capital.

"Imperial Wheels"



are widely advertised—have plenty of money behind them. Write for catalogue and terms to agents.

AMES & FROST COMPANY,
CHICAGO, ILL.

Mention The Bearings.

CRAWFORD BICYCLES

UNSURPASSED.



$75
$60
$50
$40

The Crawford Mfg. Co.

Factory and Main Office,
Hagerstown, Md.

BRANCH HOUSES:
NEW YORK—70-72 Reade St.
ST. LOUIS—608 North 4th St.

NEW ENGLAND AGENTS,
Bigelow & Dowse Co., Boston, Mass.,

WESTERN AGENTS,
Julius Andrae & Sons Co., Milwaukee, Wis.

Mention The Bearings

THIS CUTS GLASS

LIKEWISE SOME ICE, TOO.



From the New York "Times":

"One of the amusing incidents which come to traveling representatives happened to an agent of the Liberty Cycle Company recently while journeying through the upper part of the state. It seems that he came in contact with a selling agent of computing scales having a knife-edge bearing which would cut glass. The Liberty man, knowing that the bearings of his wheel were hardened by a secret process and feeling confident that he could cut glass also with them, volunteered an experiment, and was told to operate on a window pane. He did so and made a mark similar to that made by a glass cutter. The dealer thought that a good point in favor of the bearing, and when a friend chanced to come in asked the Liberty man to duplicate the incision. In doing so he naturally pressed against the pane, to the end that that half which he operated on fell into the street. The Liberty bearing in that locality is now known as the diamond bearing, and, like the wheel, just about the right thing."

Mention The Bearings

"CONSISTENCY IS A JEWEL."

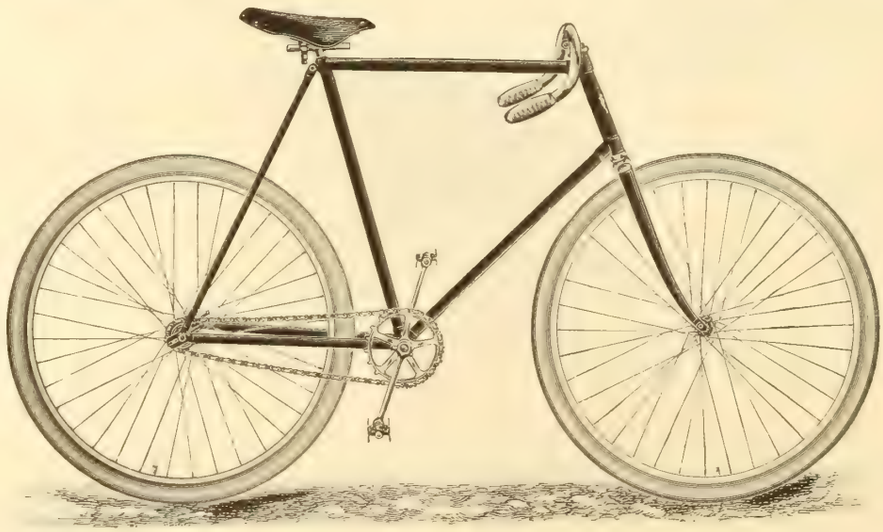
Don't buy cheap grade of bicycles, because there is no substantial, legitimate business house that can give you $2 for $1.

You buy one of our **IXL PHANTOMS** ***and you will sit right down and shout for joy.***

You Run No Risks.

There is great economy in good goods.

Let us send you our 1895 Catalogue?



We don't like to boast, but we can't refrain from saying our line of wheels is the HIGHEST GRADE.

TRY US IF YOU WANT RELIABLE GOODS AT LOWEST PRICES.

Responsible Agents Wanted. **THE HENRY SEARS CO.,** ***110-112 Wabash Ave. CHICAGO.***

Mention The Bearings

THE MUNGER....



Sold in Chicago by

Alex. H. Revell & Co.

WABASH AVE. AND
ADAMS ST.

They were looking
for a wheel to sell to the
elite of Chicago and
found it.

MUNGER CYCLE MFG. Co

INDIANAPOLIS, IND.

Mention The Bearings

Demorest Bicycles...

Neighbor, why not let a Demorest wheel work for YOU next season? A substantial reduction in price, with our '95 improvements, makes the Demorest wheel the most desirable wheel in the market.

They "tire" you never.
They "chain" you forever.
They "rivet" your affection.
They "clinch" your admiration.
They "grip" your regard.
They "saddle" your sorrows.
They "inflate" your good nature.
They "brake" your bad habits.
They "head" you in the right direction.
They "lever" die than get left.
They "bar" the cobwebs out of your think tank.
They "pin" your faith.
They "crown" your joys.
They "spoke" well of him, because he rode a "Demorest" wheel.

WE MAKE A SPECIALTY OF BUILDING FRAMES....

complete, or in part, according to specifications. We guarantee them to be first class in every particular.

MENTION THE BEARINGS

Demorest Mfg. Co.

WILLIAMSPORT, PA.

"THE WINTON IS A WINNER"

THE WINTON BICYCLE CO.,
108 Perkins Ave., Cleveland, Ohio.

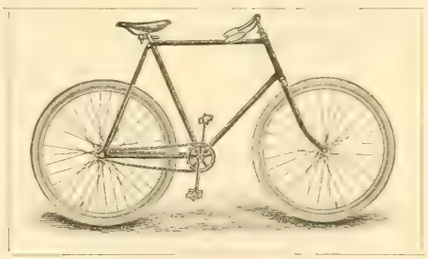
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THEY CAN ALL TALK!

TALK DON'T MAKE WHEELS ...BUT

"ERIES"

MAKE TRADE.



"A GOOD WHEEL THIS, SIR."

LIBERAL TERMS TO THE TRADE.

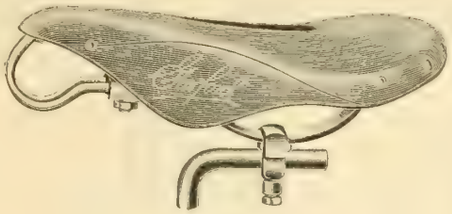
CATALOGUE ON APPLICATION.

$85 $100

QUEEN CITY CYCLE CO., Buffalo, N. Y.

PETALUMA INCUBATOR CO., General Agents for the Pacific Coast.

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STYLE E 3.

WITHOUT A RIVAL.....

GARFORD SADDLES

NONE BETTER THE WIDE
WORLD OVER.

THE GARFORD MFG. CO.
.....ELYRIA, OHIO.

ROGER B. McMULLEN & CO.
139 LAKE ST., CHICAGO,
309 BROADWAY, NEW YORK,
GENERAL U. S. AGENTS.

Mention The Bearings

SKIP THIS

AND YOU PASS JUST WHAT YOU WANT.

Weight, 22 lbs., guaranteed.

Roadster.

LIST $75.

Men's and Ladies'.



FOR REMEMBER

THERE IS NOT ANOTHER $75 LIST MACHINE ON THE MARKET WITH ALL THE FOLLOWING '95 POINTS:

24-in. Frame. Adjustable Handle-Bar.
Double Fork Crown. 5 1-2-in. Tread.
Barrel Bracket
Convertible Rubber or Rat-trap Pedals.
Detachable Sprocket.
Large tubing reinforced at all connections.

HULBERT BROS. & CO., CONNELLSVILLE, PA.

Gentlemen: I would like to inquire about the prospects for the Majestic for '95. I have been handling this wheel for the past two seasons and have been selling it alongside of wheels that cost from $80 to $50 more money and I am free to confess that in every instance they have given entire satisfaction, and for durability, lightness, and elegance of design they are hard to beat. I have been riding two wheels of other makes during the season, but when I want to get over the ground with ease and comfort I usually resort to the Majestic. It is simply a marvelous wheel for hill climbing; and it has several other telling points; the changeable saddle, the convertible rat-trap or rubber pedals, etc., and I fully expect that it will keep up near the front of the procession for '95 as it has in the past.

C. M. HYATT.

HULBERT BROS. & CO.

MANUFACTURERS OF BICYCLES AND BICYCLE SUNDRIES.

MENTION THE BEARINGS

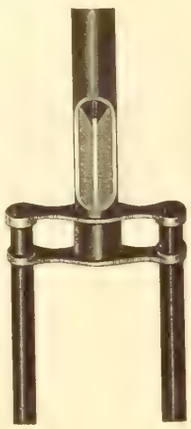
26 WEST 23D STREET, NEW YORK.

AGENTS WANTED.

Outing Bicycles.

$85

CATALOGUE FREE.



A Good Thing, Push or No Push.

An important part of a bicycle is the Front Fork. Kindly examine our Double Fork Crown and Reinforcement of Steering Post.



Notice our Combined Crank and Sprocket Axle.

We use a Dished Sprocket and guarantee them cut to pitch of chain.

Our Reinforcement is used at all important parts of the Frame.



If we have no agent in your city, send direct to us if you want a good wheel.

HAY & WILLITS MFG. CO., INDIANAPOLIS, IND.

MENTION THE BEARINGS



"He that steals my purse steals trash,
But he that filches from me my good name
Robs me of that which leaves me poor indeed."

DON'T BE FOOLED!

***NATIONALS** are sold at a STANDARD PRICE, $100,*
by our Agents ONLY.

Bicycles offered as Nationals at a cut price are masquerading under our name and are not National Bicycles.

***THE NATIONAL** stands on its own merits. Get catalog.*

National Cycle Mfg. Co.

BAY CITY, MICH.

Mention The Bearings

WE MAKE WHEELS TOO!

Our agents will tell you so!

Eldredge

and.....

Belvidere

Are the names of our wheels.



MORLEY BROS., Saginaw, Mich.,
Our Agents for Michigan, Wisconsin, Minnesota.

GLEASON & SCHAFF, 275 Wabash Ave, Chicago, Ill.,
Our Agents for Cook County.

NATIONAL SEWING MACHINE CO.

BELVIDERE, ILL.

MENTION THE BEARINGS

They Say

we are setting the pace for '96 with our

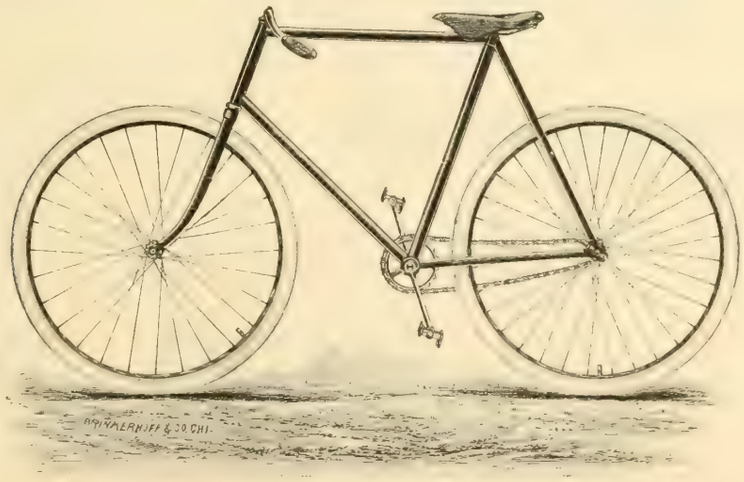
THOROUGHBRED WHITE RIMMER.

365 days ahead, that's all.

19-Pound

BARNES SPECIAL,

$100.



You'll kick yourself if you don't cast your ballot for the agency before the polls close for '95.

THE BARNES CYCLE CO.,

SYRACUSE, N. Y.

...THE CLEVELAND...

DESIGN
IMPROVEMENTS
WORKMANSHIP
QUALITY
SPEED

A STAPLE SELLER.

HEALTH
PLEASURE
BUSINESS
ROAD
TRACKS

THE CLEVELAND LEADS.

THE FASTEST WHEEL
THE STRONGEST WHEEL
THE DURABLE WHEEL
THE POPULAR WHEEL

THE CLEVELAND LEADS.

RECOMMENDS ITSELF - - - - SELLS ITSELF.

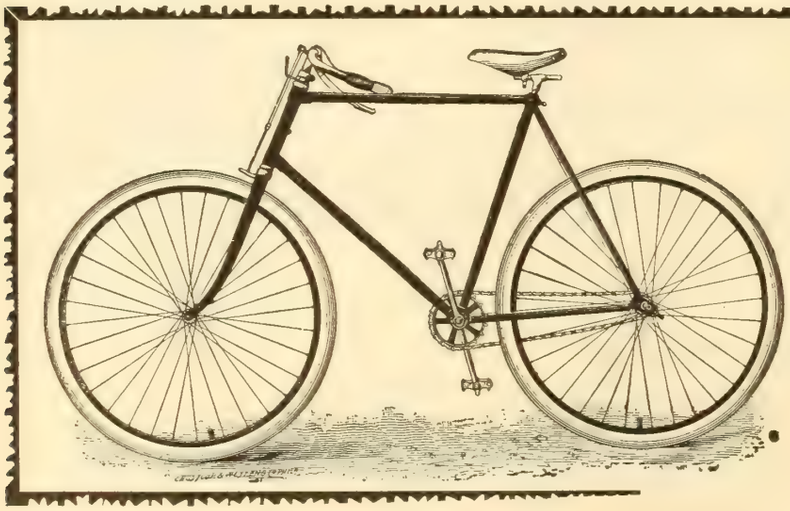
Apply for Terms, Prices, and Territory.

H. A. LOZIER & CO., Cleveland, O.

GEO. E. LLOYD & CO.,
Canal and Jackson Sts.,
Chicago Agents

BRANCH OFFICES: 337 Broadway, New York.
1724 N. Broad St., Philadelphia, Pa.
304 McAllister St., San Francisco, Cal.

Mention The Bearings



Apollo

Model 1895.

High Grade. Light and Strong.

Only $75.

Best Steel Tubing, Drop Forgings, Ball Bearings Throughout. Morgan & Wright Tires,
Garford Saddle. Weight, all on, 24 lbs.

CYCLOE and FAIRY WHEELS

(BOYS) (GIRLS)

Made on the same approved plans and of the same high-grade material as the Apollo.
Headquarters for Lucas and Searchlight Lamps, New Departure Bells,
Bicycle Clothing, and Sundries.

Send for Catalogue.

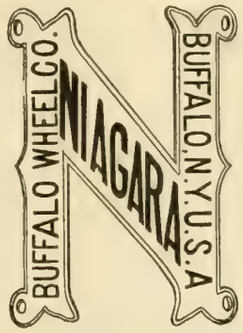
E. K. TRYON & CO., Philadelphia, Pa.

Mention The Bearings.

Niagara Niagara



That Stands For



(NIAGARA NAME PLATE.)

Niagara

One of the lightest, strongest, and speediest bicycles on the market. We offer responsible agents living discounts.

BUFFALO WHEEL CO., = = Buffalo, N. Y.

Send for Catalogue.

Niagara Niagara

Mention The Bearings

Always Hustling. NOTICE.....

Hustle in your application for agency, and we'll ***hustle*** you our terms. They will compel you to ***hustle*** an order to us, and we'll ***hustle*** to you the finest wheels you ever saw. You can quickly ***hustle*** them out on the street, thereby ***hustling*** some easily earned money into your pocket.

Hustlers wanted by a ***hustling*** concern.

WRITE FOR CATALOGUE.

If you wish to handle the neatest, lightest, most up-to-date, and easiest-selling wheel get the

"SHIRK"

16, 19, 22 lbs.



16, 19, 22 lbs.

The G. M. Shirk Mfg. Co.

273 Wabash Ave., CHICAGO.

BRANCHES—30 Warren St., New York.
905 Market St., Philadelphia.

WESTERN AGENTS ZIMMY CYCLES.

Mention The Bearings.

NAPOLEON BICYCLES



Napoleon Special or Road Racer.

Weight, 19 lbs. .... Actual 5 in. tread.

....The **Jenkins Cycle Co.**

Manufacturers of **High Class Bicycles,**

18 and 20 Custom House Place,

CHICAGO.

C. E. JENKINS, Treas. and Manager.

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Barr Bicycle Clothing Co.

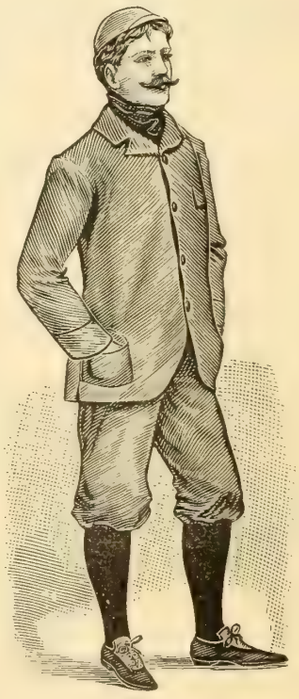
Manufacturers of Ladies' and Gents'

Cycle Suits

CAPS, SWEATERS, STOCKINGS, RACING SUITS,
....AND ALL KINDS OF SPORTING APPAREL....

Write for Catalogue and Samples, or call when in Chicago and look over our line.

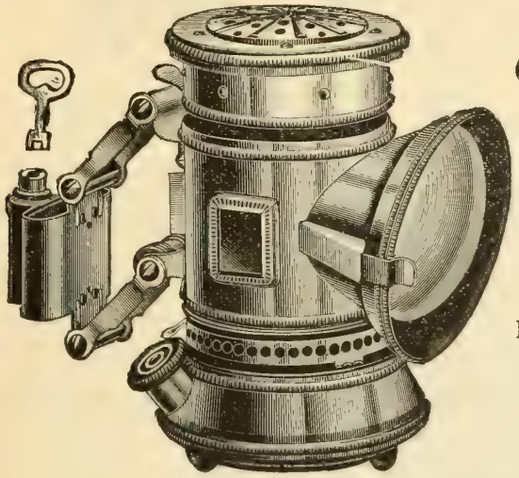
IF YOU WANT TO MAKE MONEY, YOU CAN DO SO BY HANDLING OUR GOODS.



Barr Bicycle Clothing Co.

40 Lake Street, Chicago.

Mention The Bearings



THE

"SEARCH LIGHT"

BICYCLE LANTERN

For 1895 has a number of improvements and is up-to-date in all respects.

AN ILLUMINATOR, NOT SIMPLY A SIGNAL.

THE FOLLOWING ARE SOME OF THE CLAIMS WE MAKE FOR IT:

The only first-class bicycle lantern burning kerosene oil. Made on the same principle as Central Draft Lamps. Will burn TEN HOURS without trimming. Made entirely of Brass. Wick will not char. Perfect in mechanical construction. Always cool. Wick is held firmly in position, and will not work down. Can be left burning indefinitely without danger of melting. Can be easily taken apart and cleaned. Filled and lighted from outside. No tin used in any of its parts. Handsome in appearance.

FINISHED IN NICKEL-PLATE, PRICE EACH, $5.00.

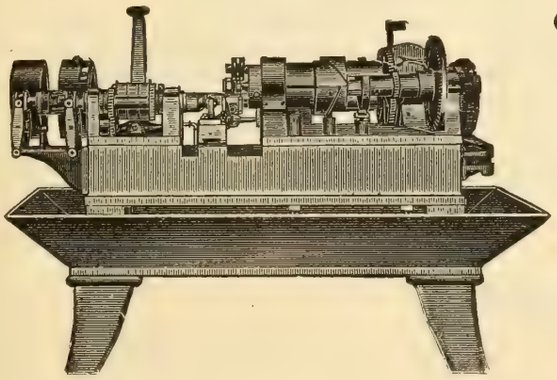
BRIDGEPORT BRASS CO., BRIDGEPORT, CONN.

SALESROOM, 19 MURRAY ST., NEW YORK.

Mention The Bearings

STEEL BALLS

For all
Anti-Friction Purposes.....



Oil Cups, Nipples
Air-Valves,
Turned Nuts,
Screws, etc.



We also manufacture

....AUTOMATIC

SCREW MACHINES

For turned work of every description.

The Cleveland Machine Screw Co., Cleveland, O.

Mention The Bearings.

'95==THE MARCH==='95

Our combination tandem for gentleman and lady is a beauty. Watch for cut which will appear later.
We are away behind on tandem orders.
Get your order in early.



We are paying especial attention to tandems this season. Agents who know a good thing are securing our tandems to sell with their line. Not necessary to sell our full line. Sell our tandems and we will take the chances of your wanting the balance of our line.

TANDEM, WEIGHT 38 LBS.—ROAD EQUIPMENT.
ROADSTER, 21 LBS. RACER, 18 LBS. LADIES', 23 LBS.

MANUFACTURED BY

THE MARCH-DAVIS CYCLE Co.

98 N. CLINTON ST., CHICAGO.

Mention The Bearings

CHICAGO TIP & TIRE Co

Bicycle Material and Supplies

WESTERN AGENTS.

THE BOSTON WOVEN HOSE & RUBBER CO.

Makers of the VICI Locking Tires, EVER-TIGHT Moulded Inner Tube Tire, and the NEVER-SLIP Hand-Made Inner-Tube Tire, with a Complete Line of Repairs and Parts.

ELASTIC TIP COMPANY

Makers of Cycle Specialties—CELEBRATED WOOD RIM CEMENT; ELASTIC CEMENT in 1-2, 3-4, and 1-inch tube; ELASTIC CEMENT by the barrel for quantity buyers; MIDGET REPAIR OUTFIT; LITTLE GEM REPAIR OUTFIT; Wrenches and Oil Cans, Cork Handles; Corkaline Handles; Bicycle Spokes, and Nipples.

SNELL CYCLE FITTINGS CO.

Makers of Complete Frames, Machine Parts, Bottom Brackets Hubs, Pedals, Rims, Oil-Hole Covers, Lubricators, Fork-Sides Chains, and Lamps.

SHELBY STEEL TUBE CO.

Makers of Cold-Drawn Steel Tube.

E. J. LOBDELL

Maker of the Second Growth Hickory Rims.

In addition to the above we carry a Complete Line of Saddles, Tool Bags, and Sundries of every description.

CHICAGO TIP & TIRE CO., 152 and 154 Lake St., CHICAGO.

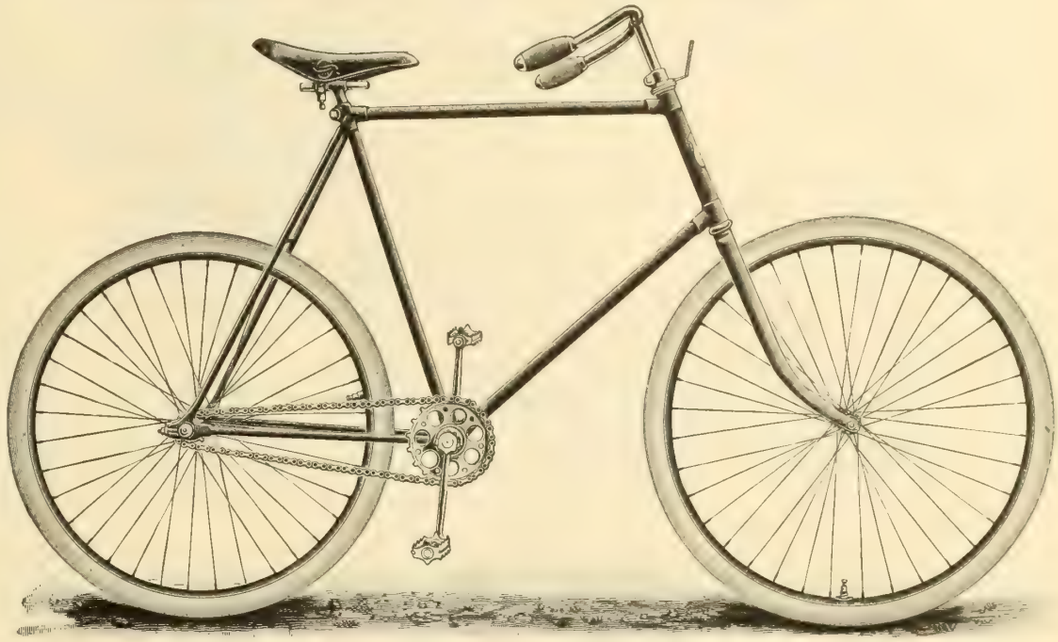
MENTION THE BEARINGS

STORMER BICYCLES

When you see a good thing get it!
When you have a good thing keep it!

STORMERS are way **down** in **weight**, **STORMERS** are way **down** in **price**, and that's why you need not go **way down** into your pocketbooks to buy a Stormer.

STORMERS are way **up** in **quality**, **STORMERS** are way up in **finish**, and that's why they are way **up** in the esteem of bicycle riders, and you won't go wrong when buying a **STORMER**.



OUR PRICES

$60 to $75

SAVE YOU MONEY.

Tandems $100. **ACME MFG. CO., Reading, Pa.**

Mention The Bearings.

LADIES' THISTLE...

Weighs only 21 lbs. all on.
Strips to 18 lbs.—**actual scale weight.**

IT'S THE LIGHTEST.
IT'S THE STRONGEST.
IT'S THE BEST.

Agents write us for terms.
We have a catalogue for every one.



We have a 16-lb. Diamond Frame Ladies' Thistle also.

EXCELSIOR SUPPLY CO., 276-278 Wabash Ave., CHICAGO, ILL.

Mention The Bearings

Talking about Fine Construction, The "Chicago Inter-Ocean" said Editorially:

"Some of the quadruplet machines now in use and actually ridden on the road in straightaway record-breaking trials weigh less than seventy-five pounds, yet carrying four men at a terrific speed in perfect safety. Such a machine is entitled to rank with the greatest engineering marvels of the age, for the strain placed upon it is tremendous, and were it not built on the most correct lines, braced and trussed as carefully and as scientifically as the finest bridge or the most powerful locomotive, it could not stand the test, and a break down at a gait of 1:35 or less to the mile would be a decidedly serious matter."—Chicago Sunday "Inter-Ocean," 3-11-'95.

Only one "Quad" weighs less than 75 pounds===

Only one "Quad" was ever ridden at a gait of 1:35 and less===

You've guessed it—
The expert meant the

Rambler

"Quad"

The "quad's" construction is simply that of all Rambler bicycles, tandems, and triplets. Scientific expert analysis, with due consideration of the "lap brazed, hollow joints," "correct lines," "scientific braces and trusses," bearings and tires, must only lead to one conclusion and place the RAMBLER beside the bridge and the locomotive, upon the strength and accuracy of which the safety of human beings depends.

Rambler bicycles cost no more than other wheels==$100.

Tandems (3 styles), $150. "Quads," $250.

Gormully & Jeffery Mfg. Co.

N. Franklin and Institute Place, Chicago.

BRANCHES AND RIDING ACADEMIES AT

CHICAGO, 85 MADISON ST. BOSTON, 174 Columbus Ave. NEW YORK, Cor. 57th St. and Broadway.
WASHINGTON, 1325 14th St., N. W. BROOKLYN, 419-421 Flatbush Ave.
DETROIT, MICH., 201 Woodward Ave. COVENTRY, ENG., 29 Union St.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol XI
No 10
CHICAGO, APRIL 5, 1895.

JOHNNY JOHNSON ARRESTED.

He Determined to go to France and his Employers had Him Arrested to Prevent it—He is Held in $5,000 Bonds—Syracuse to be the Training Ground for Many Speed Merchants.

SYRACUSE, N. Y., March 31.—"John S. Johnson arrested!" People in Syracuse read this headline in the newspapers with considerable curiosity. Johnson was taken into custody by the sheriff and obliged to remain at the court house until T. W. Eck was able to find bondsmen to guarantee $5,000 to compel the record breaker to abide by the terms of his contract with E. C. Stearns & Co. until the courts had an opportunity to investigate the case.

Of course all this had a tendency to create the greatest excitement in wheel circles and many were the comments made upon the unprecedented proceeding. Heretofore Class B riders have broken their contracts regardless of the terms of agreement and nothing was done. E. C. Stearns & Co. have determined to know one thing: Whether a rider in their employ is privileged to desert them at his pleasure and if there is any recourse for the manufacturer who makes the contract and who imagines that it is binding. On Thursday morning Johnson arrived in Syracuse. His entree was not marked by a reception with a band of music at the railway station and in fact the reporters did not know he was in town until after his consultations with the makers. There was a long winded conference. E. C. Stearns and H. E. Maslin were loaded up to the muzzle. Eck was conservative and Johnson in a defiant mood. The

Idea of Allowing Johnson to go

to France was discussed from every conceivable point, and E. C. Stearns & Co. could not come to the conclusion that it was a wise idea for them to let Johnson visit France.

He was given over night to think over the determination of Stearns to keep him here, but on the following morning Johnson went to the factory for the last words. He got them. The company, under no consideration, would allow him to break the contract. The afternoon was appointed to talk further on the plan. But when Johnson reached his hotel he found the sheriff with the necessary papers and was taken into custody. Johnson insisted on being allowed to eat his dinner and this the sheriff would not consent to. Pat. O'Connor wanted to annihilate the obdurate official, but Eck wisely obeyed the law and to the court house the party then went. Johnny was made comfortable for a couple of hours, when he was released on bail, A. E. Alvord and Sim Dunfee, two well-known horsemen of this city, signing the bond.

Was Johnny mad? He foamed at the mouth and E. C. Stearns & Co. came in for a great raking over the coals.

"We will settle this case on its merits," said Mr. Stearns.

"You bet we will; and that will not be the end of it, either," was Johnson's reply.

On Saturday Justice Vann heard the arguments of both sides of the case and referred the affair to a referee for a further hearing and investigation.

Then came the startling information that Johnson would

Sue Stearns for False Imprisonment

if the case was decided in his favor. Thus the matter stands. Johnson and Eck are at daggers points with the cycle concern, but Mr. Stearns says he will have his rights in the matter if it takes the factory to get them.

Nevertheless preparations are going on between E. C. Stearns & Co. and the Syracuse Athletic Association for the reception of the riders who will train at Kirk Park the coming summer. This circuit will be turned into a cycle track, for the horse interests have vanished. The contract was signed last week and as soon as the frost leaves the ground the work will begin. T. W. Eck will have entire supervision of all the racing men, not only the Stearns aggregation, but about fifty or sixty other riders who will round up their preliminary work for the season's campaign.

John S. Johnson, L. C. Johnson, and E. C. Johnson have been ordered to report here on May 1. Then A. W. Porter, of Waltham, and Fred Allen, of Springfield, both of whom made great records as Class A riders, will be with the "Yellow Fellows" and electrify the local public with their prowess M. F. Carter, T. A. Callahan, H. R. Steenson, and a half-dozen other Class B men will also report for duty. Michael F. Dirnberger, who is likely to lead the Class B contingent this year in the race for championship honors, will reach Syracuse about the same time. William DeCardy, "Sycamore Bill" Bowe's apprentice, Bird brothers, Hansen, Gus Steele, and a score of other flyers will be here also. The Barnes Cycle Co.'s Class A men—F. W. Fisher, Fred C. List, Fred H. Fellows, and J. Fred Barry—will also train on this track. Spalding & Co., the local dealers, will have William Bordsall, Harry W. Link, Harold Stone, and Charlie Hyde for their Class A representatives.

Good Men From All Parts of the Country

have written to the Syracuse authorities asking for permission to train on this track and their requests will be readily complied with. Charles E. Hurlick, the veteran horseman, will have charge of the track and will manage the matinee races throughout the summer on every Saturday afternoon. The Class B men will be compelled by their manufacturers to ride at these tournaments, and the Syracuse public will certainly have a splendid opportunity to see good cycle racing.

There are two riding schools for ladies in Syracuse now, which have received excellent patronage from the society element. Every morning large numbers of the fair sex take their constitutionals within the big halls. The rational costume is taking, and when the bluebirds begin to sing and the smooth roads about Syracuse conform to the ideas of gentle spring the local public will see such a galaxy of female riders as they never dreamed of. Cycling among the feminine sex is actually booming. Every girl that cares for outdoor exercise will ride, and ride in rationals too. This encouragement, aided by the fact that there will be about 10,000 wheelmen in Syracuse, is an indication that if there is to be a wheel famine it is a good thing for Syracuse that there are four large manufacturing plants in the city.

A rumor—only a rumor, mind you—has reached town that the Union Cycle Co. is contemplating a change of base and there is a strong effort being made to have them locate in Syracuse.

JOHNSON CHANGES HIS MIND.

SYRACUSE, N. Y., April 2.—John S. Johnson made a statement to Henry Goodman yesterday that he would not turn professional, no matter what the decision of the court may be in regard to his affair with E. C. Stearns & Co. The testimony in this case will not be concluded for several days yet.

MINISTERS WANT TO USE SIDEWALKS.

OAKLAND, CAL., March 25.—The clergymen of this city are some of them active wheelmen, and think that cyclists should enjoy the privileges of riding on the sidewalks in the residence portions of the city. They have petitioned the board of supervisors to make a law allowing such use of sidewalks and have also asked the city council to pass an ordinance permitting cyclists to use the sidewalks on all but business streets. The majority of wheelmen are not in sympathy with the clergy in their petition, believing that the street is the proper place for riding, especially in this city, where the streets are above the average. The opposing wheelmen argue that they had to make a long hard fight before wheels were placed in the same category with horses and that they are satisfied with the present condition of things.

The Oak City Cyclers, a ladies' cycling club, has been formed in this city. The new wheeling organization is growing rapidly, over one hundred names having been posted for membership. The members of the new club will wear bloomers made of some tan colored material, white sweaters with a green oak leaf as an emblem, and caps to match the suit with the letters O. C. C. on the visor. The club colors will be green and gold. The new club will do all in its power to make this rational costume popular.

L. S. Meintjes is in England, preparing for a season of racing.

SAN JOSE'S GREAT TRACK.

Asa Windle Says That it is the Fastest in Existence—Details of Allan Jones' New Record—Annie Londonderry Back in America.

SAN JOSE, CAL., March 25.—That the Garden City Cyclers of this city possess one of the finest if not the finest tracks in the world was demonstrated yesterday when Allan Jones, the club's Class A crackajack, lowered the world's one-third of a mile record by 1⅗ seconds, and this is the very first race held on the track. Some time ago the club decided to give matinee races every Sunday in order to improve its racing men, and the first of these weekly events took place yesterday in the presence of three thousand people who had assembled to see the track tested in a competitive race; and tested it was, to the satisfaction of every one present. To Jones is due the credit of smashing the first record on the new track, but as it was in an unsanctioned race, taking place on a Sunday, the record will not hold good; but the fact still remains that the track is fast, and the easy manner in which Jones rode shows that the new champion can do it again and in better time. Jones is without a doubt the fastest Class A man on the coast today, and if he goes into Class B he will make all of the best men hustle.

His Action on a Bicycle

is remarkable for its cleanness, not a muscle moving except in his legs.

Yesterday's races brought out a lot of new men, and some of them showed up very well. Both classes were mixed, which gave some of the Class A men a good opportunity to judge what they could do in Class B. Oscar Osen, Tony Delmas, and Russel Cushing were the best of the Class B men to ride; but as they rank in the first class the A men now know their power pretty well.

The first race on the programme was the one-third-mile handicap. The limit man had fifty-five yards and Jones and Osen were on scratch. At the crack of the pistol Osen started out to catch the limit man. Jones hung on to his rear wheel for the first half lap and then shot ahead, overtaking his men one by one, with the exception of Elmer Sherman, who finished first, with Jones a very close second in :42⅕, and Osen half a wheel back of Jones. Sherman's time was 42 seconds from the thirty-five-yard mark. Had Jones been pushed on the first half the time would have gone still lower, but he just hung onto Osen's rear wheel and did not try to pass him until the commencement of the second turn, when he shot ahead and finished as stated. Sherman's riding was remarkable too, he maintaining the same speed throughout.

After a lapse of half an hour Starter Alyward fired the pistol for the two-thirds of a mile handicap with

The Same Men on Scratch.

Osen broke his handle-bar on the push-off, but managed to take the pace for the first lap until he and Jones had caught the bunch, when he dropped behind, it being too dangerous to ride with one hand in such a large field. Jones slowed up after overtaking the field or another world's record would have been placed to the credit of the new track and of Jones; but he came within 1 second of the record as it was. At the commencement of the second lap Sherman was leading, with Jones and Delmas following closely, and in this order they came into the homestretch and the spectators witnessed a fighting finish that was remarkable, the riders keeping the same relative positions right over the tape. Sherman's time was 1:26⅕ and Jones' was one-fifth of a second slower.



ALLAN N. JONES.

The third race was a one-mile scratch, which was won by Romy Dow; Al Hubbard second, Sherman third. Time, 2:47⅗.

During the intermission between races Otto Ziegler and Eddie Bald appeared for their daily work. They paced each other alternately for six or seven laps at a good pace, each ending with terrific sprints in front of the grand stand. They were applauded frequently and their efforts pleased the spectators.

The last race of the day was a one-third-mile dash which was won by Dow, with Jarman second and Holloway third. Time, :47⅗.

The afternoon's sport ended with an exhibition by the Rambler team, who rode several fast miles to the gratification of those present.

Opinions on the San Jose Track.

In order to find out the exact opinions of the star racing men now at work on the new track, THE BEARINGS' correspondent has obtained the candid statements of each as to its merits and defects:

RAYMOND MACDONALD: "The new track is the fastest I have ever ridden on and I think that more records will be lowered on this track than any other. I like the Waltham track very much, but this track is faster, I think."

E. C. BALD: "I liked this track from the first time that I rode on it and think that it surpasses both Waltham and Springfield and is a better one for records. The banking is different and seems better adapted for record work than either of the older tracks. I have seen and ridden on all of the best tracks but the San Jose track is the ideal."

WILBUR J. EDWARDS: "When I first saw the plans for this track I thought to myself, 'Well, the Garden City Cyclers will have the best track west of Denver'; but since I have commenced riding on it I think that it beats all the tracks that I have ever seen. I think that this track will do much for cycling on this coast and will develop many more fast men."

ASA WINDLE: "The Garden City Cyclers have

"The Fastest Track in Existence,

and I am speaking from experience. I think that this track is the speediest and one of the safest in the world. The climate is all that can be desired for training purposes, and when the eastern men go for records after the season is over I think it will be on this track."

CHARLES S. WELLS: "I have not had much experience on tracks outside of California, except on the Denver track, which I thought was almost perfection, but I must say that this course is the best that I have seen, and can hardly see how it could be bettered."

OTTO ZIEGLER: "I have never ridden on any of the famous tracks of the east except the one at Denver, so of course I can not say how it compares with them; but I do know that it's fast, and I think that most of the world's records will fall on this track. San Jose enjoys the advantage of a fine climate, and with this fine track to help it along, this city ought to be the best cycling city in the country."

C. C. HARBOTTLE: "I have never ridden on a better track than this one. It is so banked that a man riding at a two-thirty gait does not feel it at all. It seems more like a straightaway than anything else that I can compare it with."

ALLAN JONES: "My experience as a racing man is very limited but nevertheless I think that this track could not be improved upon. It doesn't seem to tire me at all."

Affairs Social.

On Friday night last the Garden Citys held their first ladies' night, and on Saturday evening there was a smoker for the gentlemen friends of the club. Wheelmen from all the surrounding cities attended and enjoyable times were had. The Cyclers entertained eleven hundred guests on the two nights.

Of course the great relay race, which takes place on Sunday April 7, is the chief topic of conversation and both the Road Club and the Garden Citys are confident of success as they have both taken great care in the selection of their teams and have trained them down to perfection. It has just transpired that Allan Jones, who is one of the stars of the Garden City team, will not ride in the relay for his club. Jones' father is a Methodist clergyman, and, as he tersely expresses it, "I do not want my son racing while I am in the pulpit preaching to my congregation." He has no objection to his son racing on week days, in fact he upholds him, but he objects to Sunday racing. If he can not be induced to let his speedy son ride, the Garden Citys will lose one of the best men on the team.

Jack Prince, the Prince of Fakirs,

held an auto-dial tournament in this city last week. The races proved to be more interesting than was anticipated and there was quite a large crowd in attendance in spite of a counter attraction in the shape of a ladies' night at the Garden City Cyclers' club rooms.

Hundreds of wheelmen witnessed the five-mile handicap race of the San Jose Road Club yesterday morning. There were nineteen entries and fifteen starters. It was thought that Floyd McFarland would lower the coast record for the distance, but he disappointed his admirers besides being defeated by Ted Belloli—who was also on the scratch mark—whose time for the distance was 13:58. Following is a table of net times and handicaps with the order of finishing:

PO.	NAME.	HANDICAP.	ACTUAL TIME.
1	G. Navlet	0:45	14:15
2	M. O'Brien	1:15	15:00
3	G. W. Bell	1:15	15:00⅕
4	F. Smith	1:15	15:00⅖
5	J. Harrington	1:00	14:30
6	C. K. Benjamin	1:30	15:02
7	C. C. Peppin	1:00	14:45
8	Ted Belloli	Scratch	13:58
9	F. A. McFarland	Scratch	13:58⅕
10	A. Schwall	Scratch	14:05
11	V. A. Benson	0:30	14:50
12	W. Harris	0:45	15:35
13	J. D. Mulvey	1:30	17:00

The Garden Citys have refused to let the Road Club use their new track for a race meet, and so the club will hold a race meet in San Francisco.

Annie Londonderry in America.

Annie Londonderry, the globe girdler, arrived in this city Saturday from the Orient, two months ahead of schedule time. Miss Londonderry has 3,500 miles more to ride before she can claim the purse that prompted the long journey, and to cover that distance will journey through the southern states.

BOSTON BUDGET.

Waltham Track not Harmed by the Frosts—Sterling Elliott's Unique Recruiting Work—A Track at Manchester, N. H.

BOSTON, MASS., March 30.—The Waltham track has been entirely uncovered and the surface shows but a few weather cracks that do not count at all. A day's work will put them in good condition and the track will then be ready for work. It will be remembered by all who saw this track last year that there was a bit of the backstretch that was constructed of gravel. It was the finest bit of gravel track in the country. Everybody agreed on this; but good as that was, it is to be made better. It is to be of metalithic this year, and by April 15 will be ready for training. "Duke Billy" Corcoran has been busily at work on the "ad" fence and the "ads" will be painted at once. He states that by the middle of April the track will positively be ready for use. With the addition of the new metalithic backstretch it will without doubt be the fastest track in the world.

Billy is getting together some very fast pacing teams and has arranged for good pacers for training of the teams that will come here for preliminary work. In all probability a crowd of Canadians will come as soon as the weather gets settled and take up their quarters at the Crescent and go into active training at once. Billy says that he has

A Big Surprise in Store

for the dear public, which he will be ready to spring very soon now.

The first racing date this year at the track is, as usual, May 30 when the Boston A. C. C. will take charge of the spring meet races and run their usually successful events. It is said that on a ruling from Chairman Gideon there is a chance of getting some of the big professionals at that meet, as Mr. Gideon has said that there was nothing whatever in the rules which would stop a card of professional events being run after the amateur events at any meet sanctioned by the L. A. W. If this should transpire Massachusetts members would have a great chance to see some fine professional racing.

The next event will be run by the Press Cycling Club on June 17. The next will be run by the Waltham Bicycle Park Association July 4, and the Press Club has a sanction for Labor Day, September 2.

At all these events special record trials will be held. It is the intention of the management this year to make a specialty of unpaced records for the single, tandem, triplet, and quad. There is

Every Prospect of a Match Race

between Haggarty and Williams, holders of the world's tandem mile at 1:50⅗, and Cabanne and Titus, who have a mark but one-fifth seconds slower.

Abbot Bassett is swamped with applications and renewals. For the first number of *The Bulletin* he has over 700 names of new applicants. This is more than for the entire month of April last year. He says that he thinks the future of the L. A. W. is very bright. He is very jolly, and Monday morning there will be four young ladies to help work on the big League books.

Massachusetts has begun a hustle. The blanks for the application for local consuls are out and they are decidedly interesting and Elliottesque. His idea of a consul service is that it should be honest, intelligent, enthusiastic, and in every way efficient. He says that we have never had a thorough consul service and if we have led the country without it, what can we do with it. He has adopted a plan whereby the local consul must make a voluntary application for the place and thereby signify his intention of doing good and faithful work for the organization.

When a Man Makes an Application

for a local consulship he tells his age, occupation, and length of time he has been in it, residence and length of time he has been living in the place, and the number of hours he can give each week to the work. Then he must send the names of five business men of the place, and the length of time each has known him. He must also sign this:

I will reply promptly to all letters sent me by the chief consul.

I will post in a conspicuous place the sign which is furnished me, and will at all times keep on hand, where they will be easy of access, a supply of application and renewal blanks.

I will lose no opportunity to get applications and renewals, and will mail them as soon as received to the chief consul.

This is designed to secure in each postoffice of the state

A Willing and Enthusiastic Worker,

and that is the object desired.

Sterling Elliott was before the state judiciary committee this week pleading for the passage of his celebrated bill forbidding obstructing the view of the stage in any place of public amusement. He created a great sensation and all the dailies pictured him in various attitudes. One paper showed him holding in one hand a hat about the size of the end of a hogshead and in the other an infinitesimal thing about the size of a breakfast plate. He does not think that the bill will pass, as he is sure he has a majority of the committee against him.

Tom Varick, of Manchester, will open the Varick Bicycle Park in that town, May 30. He has already published the list of events and prizes and it is an unusually strong and attractive one.

It is said in town here that Harry Tyler will not have a team mate this year and will follow the circuit alone.

Fred Graves is engaged to be married. Isn't she a lucky girl! She lives in Keene, N. H., and that explains Fred's frequent northern trips of late.

SANGER FAVORS THREE CLASSES.

The Big Milwaukean Wants the League to Recognize Professionals—Others also Favor the Scheme.

MILWAUKEE, WIS., April 1.—Walter C. Sanger is heartily in favor of the plan that is being proposed in the east to have three classes in the League of American Wheelmen. When asked what he thought of the matter last evening, he replied: "I think that it is a good scheme that ought to be pushed along. There is no reason why it could not be carried out. The new chairman of the Racing Board, I understand, is going to make it a point to see that the prizes that are hung up are of the full value they are advertised at, and that may have some good effect to keep the Class B men from making so much of a kick; but what foolishness that we must not sell the winnings. If they had a rule that we must keep them at least six months, or something like that, there might be some sense to it; but the fact that none must be sold is ridiculous. Three classes would cut down Class B considerably. There are lots of riders who would remain in Class B just because they would not like to be called professionals. They are afraid of the name and yet they are professionals because they are making their living at the business. A third class would bring Zimmy and the other pros back to this country, and that would cause a big boom. If nothing is done next year several of the fastest men will join the professional ranks. I can see no reason why the League should not

"Take Charge of the Professionals as Well."

Since Sanger's illness he has lost nearly forty pounds, and is now reduced from 200 to 160 or 165. His thigh now measures six inches less than it did before he was taken down with the disease, and the calf of his leg has fallen off three inches. The muscles of his arm are two inches thinner than ever before. His face also is leaner. Sanger hopes to leave his bed during the next few days and thinks he will be ready to go south about the middle of April.

THE BEARINGS' representative interviewed several prominent local wheelmen in relation to their opinion of the three-class plan and their views as expressed are as follows:

Martin C. Rotier, editor of *The Pneumatic* and secretary-treasurer of the division: Nearly three years ago I advised the feasibility of the League taking hold of the professional end of cycle racing, maintaining that this would be the only means of saving the sport, and in my issue of September, 1892, will be found an editorial on that subject which winds up with the following: "Eventually

"The L. A. W. must Control the Professional,

the makers, and the pure amateur if it would continue its power over the sport." So you see I favor the three-class rule although it has occurred to me that the use of Class B will then have but a very short life, as the manufacturers, realizing that the sentiment of the general public now looks with favor on racing for cash, would permit their riders to do so and at the same time reduce their salaries.

Henry P. Andrae, chairman of the racing board of Milwaukee Wheelmen: I have not thought the matter over, but it might be a good thing. Then again if this is to be an amateur league I don't see why professionals should be catered to. If there are any who are dissatisfied with amateur racing I think the League ought to get rid of them. It has always been my experience that professionals are not the best to get along with. The League has always gotten along without them and I think it can continue to do so.

STILL THE FIGHT GOES ON.

MINNEAPOLIS, MINN., April 1.—There is every indication that the bill to prevent bicycle races and other athletic sports on Memorial Day will not even receive serious consideration at the hands of the legislature, despite the fact that it has been reported back to the house from the judiciary committee with a recommendation that it be passed. There are matters of graver moment awaiting the action of the legislature, the bill is clearly unconstitutional; the session of the legislature is drawing to a close, and the features of the bill are not such as to commend it to a large number of the men in whose hands its fate rests. Should an attempt be made to pass it, there is a number of the best managers and most

Effective Speakers Pledged to Oppose it,

so that the wheelmen are not at present worried over the outlook. The paving exposition, of which mention was made in these columns a few weeks ago, was opened today and will draw a large attendance of the wheelmen who are among the most ardent advocates of good city paving. It is the intention of the exhibition to show in detail the various kinds of paving employed, how laid to the best advantage, their capacity for wear, and their general utility. There are at present over thirty exhibits in place showing almost every kind of paving conceivable. Thursday evening a meeting will be held at the rooms of the Commercial Club, at which papers on the subject of paving will be read, and much information that is valuable on the subject will be elicited.

Dame Rumor has it that Twyman, who holds the 24-hour track record, will ride in the C. W. C. road race on Decoration Day. He and Gimm will certainly enjoy a lively tussle.

In the cycling world present success is a powerful factor against future success.

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GEO. K. BARRETT, EDITOR.

THE TREASURY NOT DEPLETED.

It behooves those in editorial positions to ponder over the words of Peter, who said, "Charity shall cover the multitude of sins"; and we have pondered over them and when we received "chain letter" number two from that prominent League worker E. S. Hartwell, of Denver, requesting the small contribution of 10 cents to be used toward enabling the originators of the scheme to "place in one hospital in every large city in the United States a free bed for the benefit of injured wheelmen, to be called the Denver Wheel Club Free Bed," our first generous impulse was to send on the solicited dime and set a stenographer to work getting out, not the three letters that we were requested to forward, but a hundred at least. But then we had misgivings and we wrote Mr. Hartwell a personal letter in which we expressed our entire willingness to contribute to so worthy a charity but also asking what seemed to us to be some pertinent questions. It will not be necessary for us to state what those questions were, but we will give Mr. Hartwell's reply to them. He says:

Yes, the hospital bed scheme is a *bona fide* one and was started for the purpose mentioned. I don't like the scheme, didn't like it from the start, and am not displeased to find that many of the people throughout the country who have been burdened with the receipt of the letters are returning them to the senders with a polite invitation to take a trip to that region that is noted for its consistently tropical climate. I believe that about 90 cents has been received and about $8 worth of books purchased in which to keep an account of the $848,000,000,000,000,000 which was expected to flow into the treasury. The scheme has been worked to death and I don't blame the public for sitting down upon it.

You will do me a favor if you will consign my chain letter to the w. p. b., where it properly belongs. I sent it out not because I felt like it, but because I would be —in fact was—accused of lacking interest in a praiseworthy undertaking, which would, while providing several hospitals with beds for the free accommodation of wheelmen who were so unfortunate as to come into contact with milk wagons, brick walls, and other objects not padded with hair mattresses, entirely deplete the national treasury and bring want and privation to millions. Fortunately this sad catastrophe was averted by lack of interest in the gigantic scheme, but the cracked brained originator dreamed night and day of his hobby, tapped the spot with a bony finger where a massive intellect was supposed to lie, and really believed the government would have to call a halt to save itself from financial ruin.

We are grieved and disappointed.

THAT PROFESSIONAL QUESTION.

Irvine F. Strauss has by request consented to give the readers of THE BEARINGS his opinions in regard to the much agitated question of the control of professional racing by the L. A. W. It will be difficult to find a harder or more conscientious worker in the cause of the League than this same Irvine F. Strauss, but he differs from THE BEARINGS in his opinions, and that alone is a crime. He classes us among those who have proposed a remedy "infinitely worse than the disease" which we are trying to cure, and that is a penal offense. We will not revenge ourselves by consigning his copy to the waste-paper basket, but will adopt that—at times—more cruel revenge of interpolating our own remarks among his arguments. We do not adopt this course to punish Mr. Strauss for we think too much of him to stoop to revenge solely for the sake of revenge, but we do it with the hope of reforming one who should walk in the right path. Says Mr. Strauss:

Scarce a month has passed since the adjournment of the National Assembly and again we find the professional racing sea-serpent showing its hideous front. Like Banquo's ghost it will not down; and as one who has spent some little effort in promoting cycle racing in his own locality, the writer begs leave to contribute his share to the immense amount of ink and paper that will probably be wasted before this vexed question is finally disposed of.

No one can doubt that the L. A. W. today is in a very bad position with our present two-class rule. We, an amateur organization, are indorsing a lot of racing men, labeling them "amateurs of Class B," whom the public is beginning to find out are not amateurs at all. They are men who make racing their business, their means of sustenance; in short, their profession. This is so plain that the L. A. W. must, perforce, admit it as a fact; yet it proudly (?) presents these men to an admiring public and says they are not professionals! The public may enjoy being humbugged, as a certain enterprising gentleman, who had often performed that feat, was wont to remark; but the dear public doesn't like to find it out—and when it does, let the L. A. W. "stand from under." [But the dear public does dearly love good sport and will go miles and pay good money merely to see a champion.—ED.]

It being apparent that the present position of the L. A. W. is dangerous to its good name and honor, the question arises: What remedy is at hand? A radical change in our rules is our only hope. Compromises will only postpone the difficulty and increase its complications. [Certainly.—ED.]

Now, forward come some of our editors and other parties, interested and disinterested [We plead guilty. We are interested.—ED.], and favor the control of professional racing men in various ways by the L. A. W. While this is undoubtedly one of the ways out of our present false position, it is a remedy that is infinitely worse than the disease, and the writer does not believe that the members of our honored L. A. W. desire any such fatal move. [Why "worse" and why "fatal?"—ED.]

In the first place, our members joined the L. A. W. as members of an amateur organization. How can an amateur organization consistently sanction professionalism in any way? Or would our enterprising friends change the very nature of our organization by striking out the word "amateur" from our constitution? How many, think you, of our present members would continue as members of such a League? [Just as many as continue now. And, by the way, how many members have been members for five years?—ED.] And what benefit would the L. A. W. derive from this move, great enough to offset the tremendous loss of membership? [Better racing and no false pretentions. We remember the case of some man in Michigan who had raced for a cash prize once and who afterward joined the League, not realizing, in his innocence, that he was less of a wheelman or less of a gentleman for having done so, and not knowing that it was against the rules of the League. He got other members for the League until all the wheelmen in his vicinity belonged to it. Some one found out that he had been guilty of the heinous offense of riding for money and told the Racing Board, and, as he was honest enough not to deny it, he was summarily "fired." His application for reinstatement came up before the National Assembly at Louisville. It was turned down for the sake of "principle." How many members would the League have lost by allowing him to remain a member? To take a different view of the matter, don't you know, Mr. Strauss, that before there was any Class B there were just as many men who were subsidized as there are now? The rules were different but the racing men were not. And don't you know that if the same rule was put in force again that the case would be the same again? It was not a sin then to ride for money whether it was the money of the manufacturer or the money of the race promoter; the only sin lay in being found out. Get a new strictly amateur rule and the case would be the same again.—ED.]

Was it to make the chairman of the L. A. W. Racing Board an autocrat, to extend and enlarge the authority of the board, that the 30,000 League members joined the L. A. W.; that many of us have cheerfully given our time, and labor, and often funds to build up the organization that is our pride? No, a thousand times no. It was for its grand work of road reform [How much per annum is spent on "road reform"?—ED.], of establishing the rights of wheelmen [Have professional wheelmen no rights?—ED], of making others happy with the pleasures of cycling that we ourselves enjoy. These were the purposes for which the L. A. W. was created and to support which we joined the League. And shall we forget these worthy aims and allow the L. A. W. to be wrecked on the rocks of professionalism? Ask the members of the L. A. W., and hear the reply from 20,000 hearts as one, "Nay, never." [We invite the replies of the 20,000, and the replies of those who will say, "Give us professionalism."—ED.]

The history of all sports has been that professionalism is a blight that has made them not only unpalatable to the public, but has lowered all who came within its baneful influence. [How about shooting, how about yacht racing, how about baseball? All these sports are followed by professionals and there are no cleaner sports in existence. And how about those professional cyclists who raced under the colors of the National Cycling Association—the Cash Prize League—and who raced for a whole season without arousing even a breath of suspicion as to the fairness of their riding? How about Zimmerman, and Wheeler, and Banker? How about all the men, who, today, are riding for cash in France under the sanction of a union that

recognizes two classes, amateurs and professionals, and keeps the racing men in their proper classes?—ED.] How long would it be before the public would sicken of professional cycle racing, even with such protection as the L. A. W. might afford? The manufacturers are even now beginning to see that the game is not worth the candle. I will venture to say that but few of them will support racing teams next season. What will become of our professionals then? Will the public take them up? Nay, the public desires square racing from those it patronizes, and will ever look with suspicion on those who race for cash, whether the L. A. W. indorses them or not. The L. A. W. can not elevate professional racing to its own high standard [The professionalism of today does not need elevating.—ED.] but professional racing can drag the L. A. W. down even to its own low depth of degradation. [The League is now on the level of a political club. Both make big pretentions and do little but fight for offices. It is hard to see how it can come down.—ED.]

So much for one expedient. The other is simply this, and the writer heartily indorses it: Let us return to our old amateur rule but retain the present value limit of the prizes. Let us have strictly amateur races sanctioned by a strictly amateur organization. If our fast men wish to ride for organization, and firm and united once more work for the greater, grander objects of our glorious League of American Wheelmen?

[Finally, why should the L. A. W. be a strictly amateur organization? We have known professionals that were members of cycle clubs of which 99 per cent were amateurs, and have known those same professionals to be worth to the club more than all the amateurs put together. There are today professionals who are among the best friends that the League possesses. And there are now hundreds and hundreds of hard working members of the League who, if the League's rules had been strictly enforced in the past, would today be professionals outside the fold instead of "whitewashed pures" inside. Mr. Strauss, in common with hundreds of others, takes the stand that a professional is, perforce, a blackguard, a fakir, everything that is bad, and that is just where he and all who take the same stand err. Cycling is a gentlemanly sport, and the fact that an athlete excels in it does not detract from his qualities as a gentleman. He *may* be a fakir, and that is just the reason that there should be some power back of him strong enough to bring him up short just so soon as he strays from the straight and narrow path, and the L. A. W. is the very power to do it. Professionalism is the incentive of the world, and the commonwealths of the world are the



a living, allow them to form their own organization, the business of the L. A. W. is NOT with them. We have thought too much of our idols, our champions, and too little of principle. Let us confess our error and amend. We will find plenty of men to enter our races, and a better, cleaner lot of racing men than our present Class B contains; men like unto our college athletes who contend honorably for a ribbon and the honor of supremacy. [And have their way paid through college because they are good athletes, and who never get through for the same reasons. We know them.—ED.] We may not have so many record breakers, but we will at least hear less of crooked riding, team work, and "fixed" races. [Give us a few instances and we will expose the men.—ED.] Our racing board may have less authority and labor, but the L. A. W. will again be living up to the principles with which it won its honorable standing with the public and its members.

The writer had the honor of being a delegate to the last National Assembly, and can not believe that the representative gentlemen there assembled would sacrifice the higher objects of the L. A. W. for the sake of booming racing or indorsing professionalism. Many thousands of members have left us on account of the adoption of the two-class rule by the L. A. W. [How does Mr. Strauss know this?—ED.] Shall we take professional racing under our wing and get rid of the rest of them? Or shall we relegate racing to the minor position it should occupy in our powers that keep it pure. Will Mr. Strauss tell us that because some men make money dishonestly that all men do so? or that because some men make money dishonestly all the rest should refrain from trying to make money at all? We opine not. These very lines are written, in common with many more lines, from motives of the purest professionalism—because we make money by writing—and yet Mr. Strauss will not criticise us for writing them. Perhaps he will, however, since he opposes those who want to give cyclists a chance to ride for money. We will stop and give him the opportunity.—ED.]

I like THE BEARINGS and I like its plain talk on the prize question. I never saw a racing man who did not have the same idea, viz, that a $10 bill is better than a $25 tinware prize. They all want cash prizes and will get them in time. What right has the League to say what a man does with his own property? When he wins a prize it is his own property and it does not concern the L. A. W. what he does with it. I have not renewed this year because the League will not give the riders what they want.—BERT R. LIVERMORE, Worcester, Mass.

Ex-President Luscomb, of the L. A. W., at the recent banquet of the Metropolitan Association of Cycling Clubs, of New York, came out strongly

in favor of the acceptance into the ranks of the League of professionals, which, of course, means the recognition of professional cycling by that body. He is but one of many who have come to realize the injustice of barring from membership and recognition those men who believe in professionalism, and have been honest enough to put their convictions into public practice, or who, lacking that courage, have been discovered while putting them into practice privately. Many a man who was bitterly opposed to professionalism, even in the form of Class B, a year ago, is now an out and out advocate of it in its worst—or best form.

It is a not uncommon practice for newspapers that are young and struggling to adopt what is aptly termed the sensational policy. This policy includes the magnifying of unimportant items into seeming sensations, the crying of disaster at the slightest signs of danger, of glaring headlines and double-leaded type. Sometimes such a policy pays, but only when the paper gradually drops the sensational policy and adopts a more conservative one. By this we do not mean to insinuate that enterprise is not a commendable feature and that news of real importance should not be made to appear important, but we do mean that the paper that tries to furnish a sensation for every issue is not a true newspaper, but a sensation monger. There are sensation mongers among the bicycle papers, we are sorry to say, but THE BEARINGS is not numbered with them.

Here is news: A cycle paper gives a rare tidbit in the shape of the list of officers of a defunct club together with the announcement of its disbandment.

FRANCES E. WILLARD'S BOOK ON CYCLING.

Frances E. Willard, as all the world knows, rides a bicycle which was presented to her by Lady Henry Somerset, and which she has named "Gladys." She has written a book telling "How I Learned to Ride a Bicycle." We can scarcely recommend the book as a "complete instructor"; it is rather a relation of Miss Willard's experiences and reflections while learning to ride, and will prove an excellent tonic to those women whose moral health will not as yet allow of their adopting the wheel.

She tells of her early love for outdoor exercise. When she was put into long dresses she "realized and was obedient to the limitations thus imposed," but "felt their unwisdom even more than their injustice." Then she preaches a sermon on the moral benefits of cycling. She first rode a tricycle, and says, "Where the tricycle prophesies, the bicycle shall ere long preach the gospel of outdoors." Her experiences in learning were very like those of other people, except in the fact that it took her two months to complete her novitiate. When it is stated that her experiences are intermingled with her ruminations, it will readily be seen that she had material for a much more pretentious volume than the little green, cloth-covered book that bears the title, "A Wheel within a Wheel."

The book is published by Fleming H. Revell, Chicago, New York, and Toronto.

DETROIT NOTES OF INTEREST.

DETROIT, MICH., April 1.—The interior of the Detroit Wheelmen's hall was decorated so as to represent the saloon of the famous "Steve Brodie" last Saturday night and a smoker was given that was well attended by the boys. Recitations, songs, and living pictures were given; they were well received and satisfaction expressed by all.

Chairman Gideon, of the Racing Board, made a good selection when he appointed A. T. Allan, of Detroit, to the position of official handicapper for Michigan, Allan being a veteran and enthusiastic cyclist.

Track racing has always been dull as a drawing-card with Detroit people, and unless interest in this branch is increased no large meets will be held here during the season.

J. P. Bliss, the racing man, was in town last week, and says that contrary to reports he will race this year and will go into active training this month; he will also go after records this fall.

The Hilsendegen annual twenty-five-mile road race will be held on the noted Belle Isle course August 3 and the record will probably be placed below the hour mark if the weather permits. Five thousand dollars in prizes will be given, $1,000 alone being devoted to the three-time winners.

A DELIGHTFUL PLACE TO TRAIN.

CASTALIAN SPRINGS, MISS., March 30.—Castalian Springs is the finest summer resort in the state. The proprietor, E. L. Langstaff, who is an enthusiastic wheelman, has built one of the finest tracks south of Louisville. It is a quarter-mile circuit with 120 yard stretches, and is banked for a 2-minute clip. A race meet will be given here on May 6, 7, and 8, and it will be beyond a doubt the largest the south can boast of this season. Meets will be given at intervals of five or six weeks, and the number of guests who are here each summer alone would make not only a most select audience but also a large one.

The hotel is situated about three miles from Durant, Miss., which is the postoffice at which mail for the hotel arrives. The road from Durant to the springs is an excellent one for wheels, and is never muddy even during the winter. Several of the south's best men will be here April 15 to train. The training quarters are excellently laid out, being under the grand stand, with baths of both hot and cold water, and billiard and pool tables. Altogether it is the best training place south of Louisville, and, as Mr. Langstaff says, the weather until December is delightful and just the kind for records.

A BLIND WHEELWOMAN.

ST. LOUIS, MO., March 28.—Miss Kate Helmke became blind in early childhood, and at the age of ten years entered the Missouri School for the Blind at St. Louis as a pupil. After a course of seven years she graduated with the highest honors, and was appointed a teacher in the department of literature, where, for a period of ten years, she has been most successful By nature vigorous and agile, her taste for sports of various kinds has been most pronounced, but on account of her blindness this taste has remained in a large degree unsatisfied.

She has for years indulged in the sports for blind persons, especially that of roller-skating; and when the other teachers of the school took up



Miss Kate Helmke and escort.

cycling she became very enthusiastic on the matter, and with only the mishaps and experiences common to beginners learned to ride in the large gymnasium hall. Her knowledge of the length and width of the hall, and indifference to a few falls and bumps, enabled her to ride alone after a few lessons. Riding in a hall however became as tame to her as others, as she expressed a desire to ride in the street. She purchased a tandem, but being blind could not ride in front, the usual position for a lady. The tandem was altered to suit her, and riding behind, with an attendant on the front seat, she is frequently seen on the boulevards or suburban roads, enjoying the sport of wheeling even more than those who see.

NEARLY PROVED FATAL.

SPRINGFIELD, MASS., April 1.—Capen Gilmore, of Rutland, Vt., Yale, '97, was thrown from his wheel on a rough road at Woodbridge, Conn., and sustained possibly fatal injuries. With two class mates he was riding over a piece of exceedingly poor road when his wheel struck an obstruction and he was thrown violently to the ground. When picked up he was unconscious, having sustained severe injuries to the head, which may prove fatal, as his condition is very critical at this writing. He was a member of the editorial staff of the *Yale Daily News*, and one of the most popular students in his class.

Springfield, Vt., will have bicycle races at the annual cattle show this coming fall, the first time for several years. It isn't so long ago, yet it was in the time of the old ordinaries that Roland Andrews, a Springfield rider,

Captured the Championship of the State,

holding it against all competitors for two or three years. Since then, while there have been constant additions to the ranks of wheelmen, none have aspired to prominence in racing. The revival of the sport will be welcomed by a large and increasing number of lovers of the wheel in the town.

Chicopee is suffering from the same old complaint; wheelmen will persist in riding on the sidewalks. Chief of Police Blake says some offender will be held up as a horrible example of the consequences of such conduct.

The finals in the Springfield Club's billiard and pool tournament are being played off, but the result can not be stated until next week. As the scores stand now in billiards, E. C. Dumbleton has won one and lost two; F. E. Parsons has won one and lost two; C. F. Hubbard has won two and lost one; J. Garfield has won two and lost one. In pool Harry Ley has won one and F. R. McKenzie has lost one; C. F. Hubbard has won two and G. C. Grime has lost two.

British Sport and Cyclers' News, published at Manchester, Eng., by T. A. Edge, has experienced a change of name to plain *Cyclers' News*. We trust that it will also experience a change of heart that will cause it to give credit where credit is due. Recently it appropriated an illustrated poem from THE BEARINGS, which it ran as original.

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QUAKER CITY NEWS.

PHILADELPHIA, April 1.—The University of Pennsylvania will be represented by a promising lot of riders this year, and if the predictions of Trainer Bryan—who it will be remembered handled Schofield in the cash prize campaign of '93—materialize, the Quaker City collegians will carry off first honors among the colleges. The men started outdoor training at the university grounds last Tuesday, and everything considered have shown up surprisingly well. Osgood and Coates, last year's champions, will ride again this year and are expected to win new laurels on the racing path. Among the other riders are Annery, Wyborne, James Porter, Crump, Douglass, Thorne, Gorman, Williams, Pershing, Eglin, Land Bailey, Broomer, and F. F. Thorne.

The general committee in charge of the Asbury Park meet has been elected and is as follows: Robert Gentle, chief consul New Jersey Division, chairman; James S. Holmes, Orange; Herbert W. Knight, Newark; Dr. C. B. Holmes, Rahway; J. W. Dickinson, New York City; J. C. Tattersall, Trenton; R. R. Chiswell, Patterson; C. R. Zacharias, John D. Beegle, A. R. Parsons, A. C. Twining, A. S. Burton, J. L. Cliver, C. H. Trafford, H. R. Ayres, N. W. Penfield, S. A. Patterson, all of Asbury Park. At a recent meeting of the local executive committee it was

Decided to Raise a Fund of $10,000

for the proper reception and entertainment of the visiting wheelmen, and it is said that nearly the entire amount has already been subscribed.

In all probability the national circuit meet of the Associated Cycling Clubs, of Philadelphia, will be held on Saturday, September 21. The association inaugurated arrangements for the meet recently and suggested this date. It is the Saturday following the big Springfield (Mass.) tournament.

A big double century run from New York to Philadelphia and return will be held on June 22 and 23, under the auspices of the Manhattan Athletic Club. It is proposed to start from New York on the 22d and ride over the usual route taken by centurions to this city, where a stop will be made for the night. On the following morning they will head for New York over the same route, arriving there early in the evening. Those who finish the 200 miles in 24 hours of actual riding will be given gold medals, while silver medals will be awarded to those who complete the first 100 miles in 12 hours. The run will be limited to 100 participants.

The scheme to have the Associated Cycling Clubs take hold of the Tioga track, which seemed to have been abandoned, has been revived and it now looks as if it would be carried through.

A New Quaker City Track.

Philadelphia is sure to be the possessor of another cycling track this year and when the plans now under the consideration of the Philadelphia Base Ball Club are completed and carried out the Quaker City will have a course second to none in the country. Various contractors have offered plans for consideration but the one offered by a Baltimore expert seems the most likely one to be accepted by Treas. John I. Rogers. Surveys of the ground at Broad and Huntingdon streets have been made. Another matter which has been thoroughly gone into has been the material of which the track will have to be made. All the known surfaces have been suggested, but as the track will be a permanent investment it is necessary to go a little slow in order to get the best results. It is thought, however, that concrete will be selected and that it will be laid so deep as to resist the severe frosts likely to occur in this latitude and not meet with the fate the Waltham track did. This foundation will be laid irrespective of what the surfacing may be. With this track, Philadelphia Ball Park will be the ideal place for a race meet and in fact all kinds of athletic sports. The grand stands and field seats destroyed by fire last year are now being replaced and when completed will be the finest in the country. There will be a seating capacity of over 16,000, with standing room for as many more. It is accessible by steam and trolleys and can be reached awheel over the best streets of the city.

Bunnell to Engineer a Circuit.

Notwithstanding the many drawbacks he has met with in cycling, particularly with the non-success of the Cash Prize League, O. S. Bunnell is once more devising schemes, and this time he proposes to have a Pennsylvania and New Jersey circuit of race meets. "Bunny's" idea is a good one and it is the general opinion that it will prove a "go." He will hold all the races at night by electric light and have events for both Class A and Class B riders as well as professionals. At present the cities likely to be in the circuit are Philadelphia, Chester, Pa.; Wilmington, Del.; and Riverton and Pitman Grove, New Jersey. Other places will probably be added as the season advances.

Riverton, N. J., will in all probability be on the national circuit this year. The association has applied to Chairman Gideon for a date in July and although he has not yet made out his list he will probably accede to the Riverton men's demand. The quarter-mile track on the grounds of the association at Riverton is in good condition.

The first bicycle race of the season in this city took place at the first spring games of the University of Pennsylvania at the University grounds Saturday. It was a two-mile affair and had a good field of starters, but proved to be a farce. Osgood, Coates, and Douglass, the scratch men, loafed, and Elgin, a dental student, with a 250-yard handicap, went to the front and stayed there, winning handily, with L. Thorne, 160 yards, second; Osgood, scratch, third. Time, 5:35.

OLD SOLDIERS STILL FIGHTING.

MINNEAPOLIS, MINN., March 28.—The fight against races on Decoration Day which was begun in this city by the members of the G. A. R. has been carried into the legislature, and a bill designed to prohibit bicycle races and athletic sports of all kinds on that day has been introduced, and has come back with the recommendation of the committee to which it was referred that it pass. The wheelmen are not frightened, however, as the best constitutional lawyers in the Twin Cities say it is unconstitutional and that it would be knocked out by any court if a test case were made. Colie Bell and D. B. Holcomb, both members of the Limited, went over to St. Paul this morning and saw a number of the legislators, and returned this afternoon with their faces wreathed with smiles. All of the members of both houses with whom they talked expressed themselves as confident that

The Bill Stood no Chance of Passing,

both on account of its unconstitutionality in interfering with the personal liberty of citizens on a day which is not Sunday and in that it smacks too strongly of the spirit of the old "blue laws" of the Puritan regime.

Its opponents argue that it might be demanded with as much justice that there be no sports held on the Fourth of July, or Thanksgiving, or Christmas, or any other holiday. There is some talk of amending the bill so that sports may be allowed after 2 o'clock in the afternoon, but this would not do away with the constitutional objection. One of the best informed lawyers in the senate said that the bill could not be made operative in any form if any one saw fit to contest it in the courts. This being the case, there seems little likelihood of the bill ever securing enough votes to pass.

It is to be questioned, too, whether the majority of the members of the Grand Army posts

Wish the Bill to Become a Law.

The action taken thus far has been independent of any direction given by the posts as a body, and is simply the result of individual effort on the part of a few who wish to see the day observed according to their notions. The commander of one of the largest posts in the city said today to your correspondent that no action had been taken by his post, and further inquiry developed the fact that this was the case all over the city. There is a very large contingent among the Grand Army men who repudiate utterly the action that has been taken and who say that, as for them, they can see no desecration in holding bicycle races on that day if they are held in the afternoon when the exercises are over. It is probable that at the next meeting of the Limited a committee will be appointed to wait on the committee on Memorial Day observances for the Grand Army and proffer the services of the club in a body as an escort. The wheelmen will do what they can in honor to do away with any friction, but they will not relinquish any of their rights without a struggle. And the race will be run on Memorial Day according to programme.

ST. LOUIS COUNTY TOUR PREPARATIONS.

ST. LOUIS, MO., April 1.—Next Sunday is the date of the spring county tour, which is an event that is to St. Louis what the century runs are to the east. The destination this year is Clayton, which will be reached by a roundabout route taking in Old Orchard, Shrewsbury Park, and Webster Groves. If the number of new riders that are in evidence is any criterion, the attendance should greatly exceed any previous tour. Preparations are being made to care for 250 at dinner and more can be taken care of at a pinch. A band will be in attendance and in addition to an athletic programme a game of football will be played between teams from the St. Louis Cycling Club and Victor Cycling Club. A neat souvenir medal has been struck off and will be disposed of at a nominal figure to cover the cost.

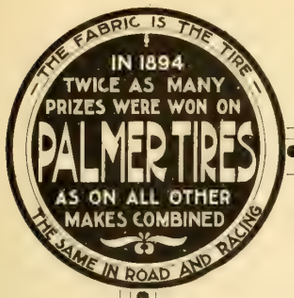
The Forest Park Road Race Association held a meeting on last Thursday and decided that it did not care to relinquish entire charge of the annual road race, but that it would turn it over for this year to the Associated Cycling Clubs. Whether the Associated Cycling Clubs will take charge of it under those conditions is a question to be decided. The Road Race Association re-elected A. J. Emery president and W. P. Laing secretary-treasurer.

Death of E. C. Meacham.

E. C. Meacham, president of the Meacham Arms Co., and who has long been an active factor in the business died this week. He has been in poor health for the past six weeks and died last Tuesday. The store was closed out of respect until Friday, the funeral taking place on Thursday afternoon.

The office of street sprinkling superintendent is no sinecure, as A. W. Strait, the present incumbent, has discovered. In the fullness of his heart he promised the wheelmen that certain streets would not be sprinkled before 9 o'clock in the morning or after 4 o'clock in the afternoon. This pleased the wheelmen greatly as it enabled them to ride to and from work without the inconvenience of traveling through a lot of muddy streets; but the property owners on these streets became very indignant and wanted to know what they paid special sprinkling tax bills for and wound up by demanding that these streets be sprinkled exactly as all others were. The sprinkling superintendent is endeavoring to retain the good will of both factions and reconcile their differences.

Sixty prizes have been secured up to date for the Martin road race at Buffalo. The list includes a $600 horse, wagon, and harness for first place, and six high-grade bicycles.





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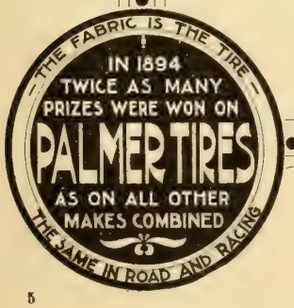
AN INDICATION OF THE RESULTS FOR '95.

IN '94 PALMERS WON TWICE AS MANY PRIZES AS ALL OTHER TIRES.

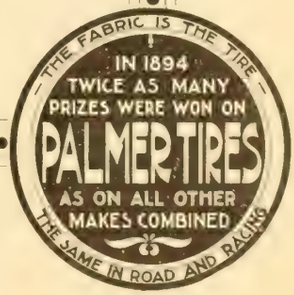
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TWICE AS GOOD AS OTHER TIRES



LUSCOMB FAVORS PROFESSIONALISM.

The Ex-President of the League Speaks in Favor of it at the M. A. C. C. Banquet—General Miles as a Cyclist—New York Jottings.

NEW YORK, April 1.—There was quite an informal discussion among the delegates of the various bicycle clubs of Brooklyn last Saturday evening at a meeting held in the B. B. C. house, on Hanson Place, relating to the state league meet, June 15, in Brooklyn. From a conservative view of the matter this year's meet promises to prove itself the best attended of any ever held.

Two serious accidents marked the bicycle races at the Poly.-Prep. Athletic Association's indoor games last Saturday. The games were held in the Thirteenth Regiment Armory, Brooklyn. The falls occurred in the one-mile bicycle event, where W. G. Dann, in making one of the turns, fell and broke his collar bone. It was at first thought he had also fractured his scull, but this proved untrue. Three other competitors went down in another heat, all of whom were more or less hurt. The final heat of the race was won by Louis Berger, Pratt Institute; S. Gillespie, Columbia Institute, second; A. B. Garretson, Poly.-Prep. School, third. Time, 2:38⅗.

The pool tournament of the Kings County Wheelmen vs. Brooklyn Bicycle Club ended last Friday night, the former club proving the winner. Grand total, K. C. W., 1,461; B. B. C., 1,284.

The Century Wheelmen gave a well attended stag at Union Square Hall last Saturday evening. There was an abundance of everything, even talkativeness, late in the evening, and when the gathering broke up at a late hour the Century Wheelmen were voted right good fellows. Fully a dozen of the clubs of Gotham were represented. During the evening Prof. F. E. Powell, as a "genuine" prestidigitator, created a hit, many of his tricks proving extremely mysterious.

Work is progressing rapidly on the new clubhouse of the Kings County Wheelmen, a full description of which was given in THE BEARINGS several issues since, Already the building is up as far as the first story. The K. C. W. expect to occupy their new home by May 1.

George D. Ruppert and Trainer W. B. Young left New York for Savannah last Saturday aboard the steamer "City of Augusta." A number of Ruppert's friends were present to see him off, and many were the floral tributes presented to the boy, who seems to have the intercollegiate bicycle championship as good as won.

The bicycle pathway from Prospect Park to Coney Island is in splendid condition. Thousands of wheelmen made the trip to the island and return yesterday, which was the finest Sunday this year. The new top-dressing of fine gravel has done wonders toward improving the path, and when the steam rollers are through with their work, no race track in the world will be able to beat it. Enthusiasts are attempting to agitate the building of a return path on the other side of the drive. There is no reason why this should not be accomplished by this time next year.

General Nelson A. Miles

is a regular patron of the Metropolitan Bicycling Co.'s new academy at the Boulevard and Sixtieth Street. In conversation recently with the general, he expressed himself as a stanch friend of the bicycle and said he believed cycling would most assuredly never die out. "It is too practical a thing," said he, "to die out any. To be sure, one or two riders of today may drop by the wayside, but hundreds will be added to the ranks, for every one that gives it up."

Champion Jim Corbett is another advocate of the pleasures of wheeling. He advises all his non-cycling friends to ride a bicycle as the greatest of all health givers. Jim's mount this year will be a Columbia as heretofore, and it is said that should Zimmerman not go abroad, the two champions, Jim and Zim, who are the best of friends, will train together around Corbett's summer home at Asbury Park.

"Fifty Miles around New York" will be the title of the publication which the New York Road Book Committee will issue at an early date. This book will show the condition of every street in New York City, its paving, etc., in addition to which a number of tours into the country hereabouts will be described.

The Amity Wheelmen, of 262 Manhattan Avenue, Brooklyn, gave an enjoyable stag last Friday evening at their clubhouse.

Last Friday night the

Third Annual Banquet of the M. A. C. C.

was given at the Columbia, Fourteenth Street near Broadway. There were about forty persons present, among them being, noticeably, ex-president of the L. A. W. Chas. H. Luscomb, M. A. C. C. president A. E. Hildick, W. O. Tate, C. Wyndham-Quinn, Joseph Oatman, A. H. Chamberlain, Adolph Stahl, W. S. McKean, of the New York *Times*, and the proverbial "many others." After an excellent menu had been disposed of speeches were made. Charles H. Luscomb spoke at length regarding the L. A. W. in general; he called himself a "back number and a has been"—which those present did not seem to believe—and in conclusion alluded glowingly to the error the League had made and is making in debarring professional racing men from the ranks of L. A. W. membership. Frank Egan could not have spoken better or championed the cause of professionalism so enthusiastically as Major Luscomb. The New York *Times* bowling trophy was awarded by W. S. McKean, a fatherly sort of chap, to B. F. Allen, of the Brooklyn Bicycle Club, who just beat out Count Olozoga, of Newark, by an eyelash for the highest average individual score. The first team prize, donated by the *American Wheelman*, was presented to the Union County Roadsters by H. L. Saltonstall. In accepting this trophy Captain Chamberlain created much merriment by his style of speech making. In arising he said: "I might as well tell you fellows that this is my first speech, so don't throw me down by guying me and please don't expect any of those pyrotechnical displays of oratory that our friend Chauncey M. Depew loves to indulge in. You see, it's like this," etc. As a matter of fact, it was Chamberlain's first speech, but it was a "bully" one, and men like O. P. Wilson, who is a personal friend of Depew's, said that the M. C. R. captain's manner was greatly similar to that of the silvery tongued after-dinner speaker. In short the banquet was a success, even though the mayors of both New York and Brooklyn sent letters of regret and although invited,

President Cleveland Failed to Appear.

The annual dinner of the New York Athletic Club bicycle department was given at the clubhouse last Thursday evening, and was attended by nearly 100 persons. A. E. Colfax, chairman of the bicycle committee, occupied the chair. President James Whitely, ex-President Barton S. Weeks, Secretary J. C. Gulick addressed those present, and the Metropolitan Glee Club and Mandolin Quartette entertained musically, while J. Ballantyne, the well-known humorist, kept the diners in a roar of laughter. Forty-seven members were awarded long-distance medals for 1894. Riders of over 2,500 miles were given gold medals, 2,000 mile riders got silver medals, and those who only covered 1,000 or less than 2,000 miles received bronze trophies.

ORIOLES WILL BREAK ROAD RECORDS.

BALTIMORE, MD., March 25.—Already the local flyers are getting into some sort of training, as the coming season will be the liveliest for certain sorts of fast work that has been known here. Whether or not so many track events will be given is problematical. The one thing which seems pretty sure is that the road records will be lopped off in every direction and this will largely be the result of local competition. The trade here is strong, though divided into many hands. It happens that every dealer is a hustler and there will be a big scramble among them to have something done on their wheels. This is what will lead to the fast road work.

There are three race meets in plain sight. The Century Cycling Club will give a handicap road race on May 18. All the club boys will expect to compete here, as Baltimore road races are invariably attended by many visiting aspirants from Washington, Wilmington, and Philadelphia. The Clifton Wheelmen may give a road race at Lake Clifton on Easter Monday as part of a demonstration on the reception of that new park into the control of the city. The third event will be

The Opening of the Track

in the early part of May. This will, of course, be the first track event. The Baltimore Club has already applied for its time honored event on July 5.

The road race of the Century Club will be a sealed handicap. The contestants will not know their handicaps, therefore, until they have finished the race. This, it is thought, will bring out all the men to the last notch.

Following out Chairman Gideon's suggestion, Chief Consul Arnold has forwarded the name of E. C. Wollman as local handicapper. While not a flyer himself Wollman has followed the boys for many years and knows their respective capabilities better than any other man here. He is popular with the racing men, who hail his appointment with joy, saying he will know where to place them in handicap events.

This is a Whopper.

The Thirteen Cyclers had an "Ananias" meeting on Wednesday night at the residence of George Will, 28 North Mount Street. The occasion was marked by the telling of yarns warranted to be all wool and a yard wide, many of which were hard to swallow. As a souvenir of the occasion each member of the club has now in his possession a bronze hatchet, and every one is supposed to believe his to be the identical one which the father of his country used on a certain memorable occasion. C. W. Rhodes was awarded the prize for the most magnificent lie. It was dated A. D. 1925, and tells of a meeting of the Thirteen in that year. "Wheels then weighed," said the author, "9 ounces, 4 pennyweights, and 3 grains, and the riders were kicking because one wheel weighed a grain more than another. New models came out each month, and wheels cost $10 each, with allowance of 50 cents for old wheels. The custom was to purchase a new wheel each month, but some of the Thirteen were kicking because there were not enough new improvements. Rides of from 1,000 to 2,000 miles a day were frequent, and a run to Boston and back was of common occurrence. The narrator had just patented a device for which he obtained $1,000,000 without trouble, and was kicking himself for not asking $2,000,000. Situated in the saddle post, he had only to press a spring when on the top of a hill to leap wheel and all to the top of the next. One day the inventor forgot to strap himself to the wheel, and on pressing the button found himself in mid air and the wheel skimming along on the road. After going over a covered bridge, which the wheel went through, he alighted on the saddle all right, much to his relief."

Bliss Will Not be an Actor.

J. P. Bliss will not go on the stage next month after all. The report that he had signed a contract to appear in "The Human Race" is untrue. He was figuring with the manager of the company, but the latter refused to accept the terms made by Bliss. So the little midget will not be an actor, but a decidedly fast racing man this year. The negotiations were declared off last Tuesday.

HERE'S AN IDEA.

Dolls That Will Help Feminine Riders Decide the Question of Dress.

It is quite evident already that almost every American woman proposes to ride a bicycle this year. Makers of bicycles are deluged with orders for the special patterns prepared for women's use, and dressmakers and costume designers are overwhelmed by demands upon their ingenuity for appropriate dress to wear while riding. The fashion journals are already devoting columns and pages to the subject of bicycle dresses, and wherever women congregate the one theme seems to be whether to ride a wheel, and, that having been decided in the affirmative, the question of proper dress immediately arises.



From the beginning of bicycling the Pope Manufacturing Company have always been at hand with helpful suggestions whenever a knotty problem affecting the interests of wheelmen has been under discussion, and this is now no less the case when the question affects wheelwomen. In addition to providing this year bicycles for women's use, which are marvels of lightness, grace, beauty, and ease of running, they have issued a series of beautifully lithographed paper dolls, six inches high, which show specially prepared designs by such noted makers of costumes as Redfern, Gösta Kraemer, and Mrs. Jenness Miller. These designs are practical in the highest degree and illustrate every modification of the prevailing ideas, from the "bloomer" and divided skirt to the neat and natty skirts that will be affected by the majority.

All the designers have labored conscientiously to produce costumes that shall be helpful in suggestions and artistic in appearance, and every woman who proposes to ride this year will welcome the clever little series of dolls that appears so opportunely. A sample can be obtained free by calling upon any Columbia agent, or the whole set of six will be mailed for five 2-cent stamps by the Publishing Department of the Pope Manufacturing Company, Hartford, Conn.

About a Good Thing.

Reported by a salesman of jewelry, who at the time was talking to a Columbia agent, and whose talk was broken in upon by an inhabitant of the town, a would-be rider.

WOULD-BE RIDER: "I have decided, Mr. Agent, to cancel my order for a Columbia Model 40 and to buy some other machine."

COLUMBIA AGENT: "All right, sir; just as you say; but may I ask your reason for doing so? The other day you wanted nothing but the best."

W. B. R.: "And I do now; but from what I've heard I do not care for the Columbia."

C. A.: "What have you heard against the Columbia?"

W. B. R.: "That the Pope Manufacturing Company are calling Columbias back on account of the crank mechanism, which your competitors claim is not satisfactory."

C. A.: "And why not satisfactory?"

W. B. R.: "The cranks, they say, will become loose when back pedaling down hill, and when taking them off at any time an inexperienced person may put the right crank on the wrong side. They also question the strength of the cranks and shaft."

C. A.: "So those stories are being circulated, eh? Well, then, first allow me to quote from a circular letter just received from Hartford. 'Our friends, the enemy, have been industriously circulating the annual report that we are calling in our first machines. This is too absurd to be entitled to serious consideration. It is absolutely untrue, and you may deny it emphatically and authoritatively should it come to your attention.'"

W. B. R.: "So it is a canard, is it?"

C. A.: "Yes, and on a parallel with those made against hosepipe tires three years ago."

W. B. R.: "And now the demand is for that type of tire altogether, I understand?"

C. A.: "Experienced riders will take no other. But another word or two on the cranks. As you can not put a left hand thread into a right one, there's no danger of mixing your cranks. When back pedaling down hill remember that the balls, sleeve, and cranks continue to revolve in the same direction as before. You know that for strength there's nothing so strong as a union joint, and that's what you have there. The new Columbia crank shaft mechanism is stronger surely than those made by keys and nuts, and it is without a single reasonable objection."

W. B. R.: "Then the criticisms I have heard are purely imaginary?"

C. A.: "Purely imaginary, and proving boomerangs to those who started the stories. The Pope Manufacturing Company thoroughly tested that mechanism on hundreds of racing machines last season, and have improved and perfected it until to day it is the pride of its makers and the envy of all other manufacturers."

W. B. R.: "As I want all the improvements, you may order my Model 40 to come along, and I will send in a friend of mine who is also about to try cycling, for he can make no mistake in buying a Columbia."

C. A.: "Thank you, sir. Good day!"

JEWELRY SALESMAN: "Queer how competitors will decry a thing that they know is better than that which they have."

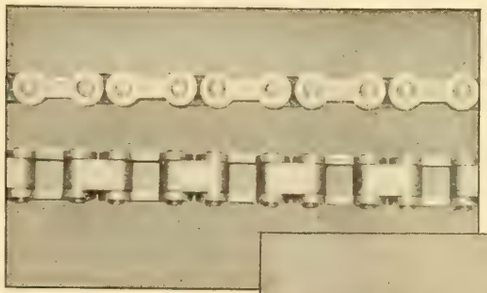
C. A.: "Yes, and yet they only queer themselves in the end."

Another Good Thing—Study it Out.

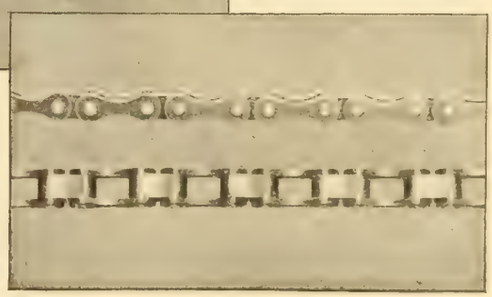
Columbia Chain

Noiseless. *Frictionless.*
Runs like a Ribbon.

THE 1894 Columbia Self-Oiling Chain was the envy of every maker of bicycles. Compare it with the 1895 Columbia Chain below. Looks heavy, doesn't it? And yet no other bicycle this year has a chain that equals even an 1894 Columbia chain.



1894
Weight, 24.6 ounces.
Tensile Strength,
2000 pounds.



1895
Weight, 15.5 ounces.
Tensile Strength,
2000 pounds.

When you want ALL the Improvements,

Buy a

Columbia

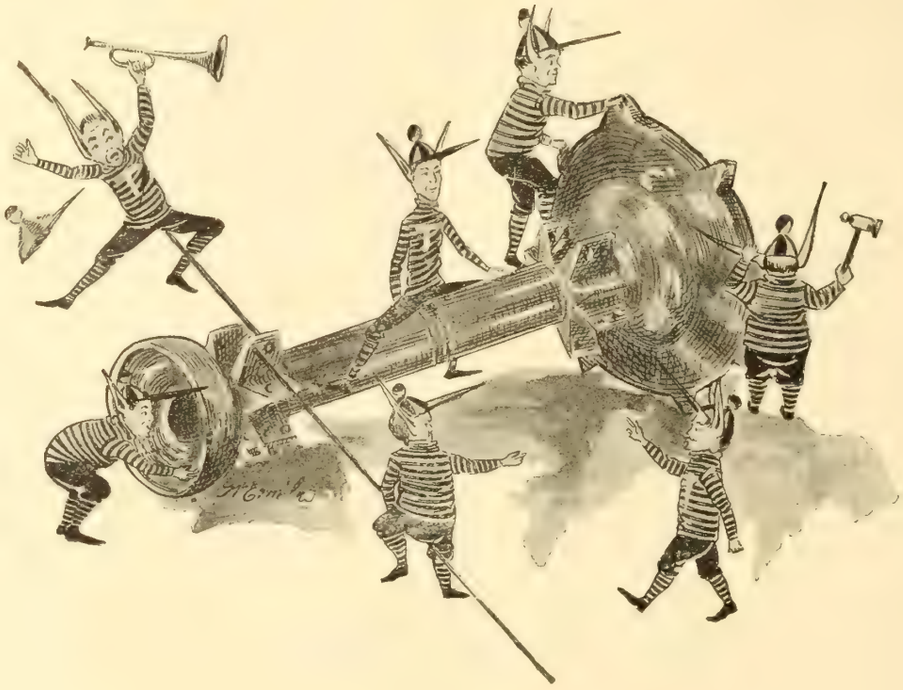
Unequalled, Unapproached.

$100

THAT PLATE MEANS Columbia THE BEST BICYCLE

Pope Mfg. Co. HARTFORD CONN.

BRANCH STORES:
Boston,
New York,
Chicago,
San Francisco,
Providence,
Buffalo.



1st Lieut.—Single adjustment—no loose ball seats —balls don't fall out when axle is removed.

2d Lieut.—These spokes all right; only one in 56,000 went wrong last year—same stuff this year.

Secretary.—Six—seven—eight teeth, Captain. Scientifically correct on that point.

Pacemaker.—Ah, but the ring of this crucible steel doth please mine ear.

Color Bearer.—Sprocket, hub, and ball seats all in one piece, the lightest on the market. The ordinary hub is made from eight to a dozen parts, you know, Captain.

Captain.—Bugler, call the boys. This is the same hub used last year, only one in 10,000 went wrong. This is what we want.

2d Lieut.—I say, Captain, the Bugler is otherwise engaged just now.

OVERMAN WHEEL CO.,
MAKERS OF VICTOR BICYCLES AND ATHLETIC GOODS.

BOSTON. NEW YORK. CHICAGO.
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"MOTT'S SAUNTERERS."

How the League Politician Conducts Novel Runs—What the Orioles Are Doing.

BALTIMORE, MD., March 16.—Every Sunday a little band of road riders leaves Halstead's, the local cyclers favorite road haunt, and speeds for miles over the countryside. This is not remarkable in itself, but probably no other band is so devoted, nor, at the height of the season, so large as this, and none is more held together by mutual consent. The little band has become known as "Mott's Saunterers." Lead by that veteran worker in the field of national cycle politics, Albert Mott, this band takes more unique runs than any other Baltimore aggregation and has a weekly average of more riders than any local club. Nothing but the severest blizzards keep the most devoted of this band from their weekly jaunt, while of course the number of these runs varies with the weather.

The uniqueness of Mott's band is the sage philosophy of cycling, of which their chief gives them large doses. The psychology of the wheel is probably better known and more discussed by them than anywhere else. A favorite theme with which the ears of the newcomer is regaled is the explanation of why a hill is

Climbed Easier at Night than During the Day.

It is on this point that the psychology of cycling centers, contend Mott's cohorts.

When the hills are easily pulled at night, and the contrary during the day, the relationship of mind and matter is illustrated as in no other way so forcible. When riding the road at night the steepness of the grade is unknown, and the top of the hill can not be seen. Thus, really heavy rises may be but slight inclines, so far as the mind goes, and the muscles follow the mind in a strange way. During the day time the grade of a hill is always in mind, and a sort of mental struggle, very fatiguing, takes place before the first pedal is pushed on the ascent.

Many a novice, after preliminary spins in the park or riding school, has at night gone out on some road in which hills are a noticeable feature. Paced, probably, by a companion, he has gone up these hills. Within a week he may go over the same route by daylight and fail on these same hills.

Why this is is one of Mr. Mott's favorite themes for discussion. Much of the keenness of pleasure or of trouble lies in the anticipation of it. An eminent philosopher has shown that children's pleasures are so keen because they are "make believe." So

When a Stiff Hill is Anticipated

it is climbed in the mind time and time again before it is reached, until the mental struggle in high-strung people brings fatigue. There is a lesson in this for the road officers of clubs. When a run is chalked up on the blackboard for a particularly hilly road, those purposing to take it climb the big hills time and again during the intervening days before the time appointed. They dream of them and think of them in their waking hours, until they are half tired before they start. It is argued that if the destinations of such runs were kept secret, the men would start out with nervous vigor at its height, which of itself would pull them through without their knowing it. In short, it would be wise to keep the club runners in the dark. Not to announce the destination of runs, it is pointed out, would pique curiosity and add a dash and zest just as it would not be well to tell the ending of a novel in the first chapter as the interest lies in the unfolding of the plot.

Another noticeable feature of night riding, parenthetically, is the apparent absence of dust on these runs. Unless fast drivers whirl by, little inconvenience is felt from dust on a midsummer's night spin.

In Two Local Affairs

cycling has played the most important part. To-day Baltimore has a fair proportion of improved streets and some of the avenues are really fine. Six years ago a smooth street would have needed an introduction. At that time the Maryland Division officers, backed up by all wheelmen, made a canvass of candidates for the city council and secured pledges that, if elected, they would do all in their power for improved highways. Only one candidate refused to pledge himself and he was the only democratic candidate snowed under. The agitation brought many other interests to the sticking point, and behold! the good streets.

More recently wheelmen have been most successful in a colossal scheme. Way out on the northeastern edge of Baltimore is the magnificent estate formerly owned by the late John Hopkins, he who built for Baltimore one of the best universities in the country. The scheme of having the estate incorporated in the city was agitated by certain parties, and the plan was carried to the Clifton Wheelmen for their co-operation. The Clifton Wheelmen have many influential members, who at once organized free road races and drew vast crowds, as Baltimore is great on road races. These crowds were charmed with the beauty of the place, which most of them had never seen before, and they became enthusiastic advocates for its absorption by the city, which operation would cost several million dollars. Several of these meets were given and then

The Club Organized Excellent "Feeds"

at which it was managed to get prominent men to attend. These were converted. A third plan of the cyclers was to get up minstrel shows, at which others were reached. And so there is an ordinance now on the city books by virtue of which this vast property will be bought by the city.

After this was accomplished the Cliftons kept in training to secure the Baltimore Centennial in 1897 for Clifton Park. The competition between the sections of the city for the honor and profit of having the site chosen from their quarter was hot, but the cyclers and their friends were again victorious, and the Centennial, at which millions will be represented, will be held at Clifton.

There is talk of the local officers taking up the matter of the Reisterstown toll road. This road has many tollgates within a few miles and charges wheelmen 5 cents for each. Thus in one run of twenty-four miles it costs 20 cents, and if the return be made the next day it costs 20 cents more, or 40 cents altogether. As this road is traveled more by cyclers than any other a great deal of money is annually gathered in by the road. Now it happens that other toll roads about the city do not charge wheelmen at all, and put up a much better roadbed. It is proposed to have the charter and laws bearing on this particular road looked into. It is said here that several years ago the same conditions prevailed on the Lancaster pike in Pennsylvania, and that when the officers looked into the matter they found

The Road Had the Right to Charge,

but by reason of their charging they were obliged to keep the road in good shape. This matter, it is said here, was brought to the attention of the toll people, who, realizing the reasonableness of it, at once set to work to improve their road with the result that today the Lancaster pike is one of the finest roads in the world. As the Reisterstown road is horribly rough, it hoped for similar results.

Baltimore may be in the field for the 1897 meet. The great point played on then will be the success of the former meet held here and the fact that in 1897 a big exposition will be in full swing, so that Baltimore will then be a place of sights and well prepared to handle vast crowds of visitors.

SPOILED THE TRACK SCHEME.

CLEVELAND, OHIO, April 1.—The cycle track problem is still a common topic of discussion in wheeling circles, but a solution of how Cleveland is to obtain a suitable circuit for her requirements is still a mystery. Recently the Cleveland Athletic Club, which controls the only available track convenient to the center of the city, proposed that the different athletic and bicycle clubs unite for the purpose of improving this track and divide the proceeds according to membership at the time of consummating the deal. A per capita tax of $1 was to be charged those not members of the C. A. C. Everything looked rosy and many dealers promised to do their share toward helping matters, but at last week's meeting of the Cleveland Wheel Club that organization kicked over the traces and refused to go into the deal upon the proposed basis. This has thrown cold water upon the plan for the present, but it is said that the C. A. C. has another proposition to submit that will be more advantageous. In the mean time the club has a committee out looking up locations and figuring upon the advisability of building a third-mile track of its own.

THE OLDEST RIDER.

M. H. Hamlin, of Greenville, Pa., is probably the most aged cyclist in the country. He commenced riding when he was seventy years of age on a Springfield ratchet safety with solid tires. While learning to ride he had some bad falls. Once he dislocated his right shoulder and at another time broke his right wrist. The old gentleman, however, still has plenty of grit; today he is considered as expert at managing a wheel as the best rider in town. Mr. Hamlin went through the civil war, but received worse injuries from riding a wheel than he sustained in his service to the country. He is at present well on in his seventy-fourth year, and still swears by his bicycle. He says that as long as he has the strength to mount a wheel he will never give it up for anything else. Mr. Hamlin's weight is 210 pounds.

CENTURY ROAD CLUB RECORDS.

The following road records have been allowed by the Century Road Club of America:

T. W. Rae, 10,600 miles during 1894. South Dakota state record.

E. S. Shenkenberger, 11,165 miles during 1894. Indiana state record.

E. S. Shenkenberger, thirty-six centuries during 1894. Indiana state record.

J. C. Knowles, sixty-three centuries during 1894. New York state record.

H. P. WALDEN,
Chairman Road Records Committee.

Doctor Turner's Poem in French.

The poem of Doctor Turner on feminine cycling reads:

A girl can ride
And her wheel bestride
In a rational dress, if she may.
But she never should race
Or go too great a pace,
Because she's not built that way.

This is translated into French and reads literally thus:

The woman can, without inconvenience, mount the safety, and if she wishes wear a costume rational appropriate to this exercise. But that she herself abstains from taking part to of the races. Or from marching to a gait too fast, for she is not made for that.

Cycling is advancing in Spain, although it may be said that it only dates from last year. There are two tracks at Madrid, one of earth and the other of cement, the latter built according to the latest ideas; another is to be constructed at the hippodrome with a 1,300 foot lap. Cycling is developing at Barcelona, Valence, Cadiz, Grenada, and Cordova, where there are tracks.

ZIMMERMAN.

Description of a Day Spent with the Champion at His Home—"A Bearings" Man Visits Freehold and Manasquan and Tells What he Saw and Heard.

Arthur A. Zimmerman, champion of the world, acknowledged by every would-be rival to be king at the game of cycle racing.

A man who has conquered every country in which he has ridden veritably by storm; who has bathed in the plaudits of the universe, sunned himself under the smiles of the world's most famous beauties, and hobnobbed with the nobility and aristocracy of Europe as well as the "400" of America. And yet this same conquering hero, champion of champions, whose name will live as long as cycling, is nothing more or less, among his nearest friends and at home, than a big, good natured, generous hearted boy.

Zimmerman's home is in Freehold with his brother-in-law. His parents live about fifteen miles to the south of Freehold in the typical little Jersey town of Manasquan, or "the Squan," as Arthur calls it. Time and again have accounts of the champion's life been printed, until almost every wheelman is as familiar with the dates and places therein contained as is "Zim" himself, so we will leave all that out and confine ourselves to a recital of "the Grinder's" many personal traits, his peculiarities, likes and dislikes.

He spends about one half his time when in America in New York City, some fifty odd miles from Freehold, invariably stopping at the Everett House when in Gotham.

A BEARINGS man decided one day recently to run down to Freehold and spend

A Day in Company with Zimmerman

and his brother-in-law "Joe" McDermott, chief adviser and general "thinker" for the "boy." Arriving on an afternoon train, inquiry soon enabled the scribe to locate the offices of "Joseph McDermott, counselor-at-law." Before McDermott's office had been reached a negro was asked, "Seen Zimmerman around today?"

"Good Lord, sah; yer mean Artter? Wall, Artter just done gone up yonder from de pos' office. Yes, indeedee, jest done gone that-a-way." This was a sample of the manner in which "Zimmy" was spoken of in this town that has seen him grow from a child of twelve years to the present. Every one in Freehold speaks affectionately of him as "Arthur" when he is not withi n hearing, but let the champion unexpectedly appear and immediately off comes every hat and salutes are made, not to Arthur—but to "*Mister* Zimmerman," who stops long enough to shake hands with all and say to each something like this:

"Hello, Jim. Howdy! Oh, I'm feeling well; how're all *your* folks? That's good. Give 'em my regards, will you? Thanks. So long, Jim; see you later," and away goes Zim, toward the postoffice or upstairs into Joe's sanctum.



Zimmerman's Home.

The first thing that greeted the eyes of THE BEARINGS' representative after he entered McDermott's office was something rolled into a ball, down behind a red-hot stove (for the day was bitterly cold).

No, it was not "Zim." It was Harry Rue, the boy who acquitted himself so creditably in France last year in the capacity of Zimmerman's trainer. Rue lives in Freehold now.

McDermott, who had been over to the court house on business, was seen approaching. Something seemed missing about him; something was wrong. After a somewhat lengthy study the scribe decided that it was the absence of Arthur's machine, which McDermott, it seemed, should have been wheeling along beside him, while Zim dragged himself along behind. This was such a familiar sight during

The Champion's Amateur Days in America.

In due time the counselor reached his office and after greetings had been exchanged matters in general were discussed until finally the question was put, "Where's Arthur?"

"Up home, I think," said Joe. "He generally stays there when he's not n the office with me."

In alluding to Zim further, Joe volunteered the news that he was undoubtedly the best worker at anything, when he so desired, that could be found in a day's hunt; "but," said Joe, "when he don't feel like doing two men's work, there's no one man that can't do twice as much as he." After an hour's chat with "the counselor" (every one in Monmouth County calls Joe by that name), directions for reaching the house were given and the start for the champion's home effected.

A walk of half a mile brought the scribe to Zimmerman's home, which is situated on a broad avenue appropriately called Main Street. It sets back about twenty feet from the sidewalk from which no fence divides it. The accompanying cut shows it as it is. The three windows close together in the front of the downstairs portion are in the parlor, a room furnished in comfortable, even lavish, style—meant to be used rather than looked at—and Zim's chiefest pleasure consists in lying upon the elegantly upholstered couch that stands to the right of the door in this room, lazily watching the smoke from his cigar as it slowly curls upward.

Upon the mantelpiece are distributed various expensive prizes won by Arthur and appropriate for the parlor. A piano, always open, stands invitingly by the window, and when Mrs. McDermott, Zim's sister, plays "With all her Faults I Love her Still," by request of the champion, who contentedly remains in his reclining position, smoking, always smoking, that great big boy is

Absolutely at Peace with the World.

Mrs. McDermott, by the way, possesses all the accomplishments of a charming hostess as can be vouched for by many newspaper men who have been fortunate enough to have spent a night at Joe's substantial home. She listens attentively to one's narrative, laughs merrily if the strain is humorous, sympathizes earnestly if sad, and is, in short, a really clever, accomplished little woman.

But to return to the arrangement of the house. Immediately above the parlor is Mr. and Mrs. McDermott's room; away over to the left, upstairs, is the bath-room, fitted in magnificent style; to the right, upstairs, is the room that Zim says belongs to "the Kid" (Harry C. Wheeler), who spends as much time with Arthur as he does at his own home in East Orange, N. J. Directly beneath the Kid's room is located the dining-hall, just back of the parlor. In the dining-room, in addition to the regular furnishings of a well regulated dining-room, are two upright pianos, prizes belonging to Arthur, which, with the one in the parlor, are the only pianos left out of the total of eleven won during his amateur career. The other eight have been traded off for real estate, for acting under his brother-in-law's advice Zim is a rather large property owner. Everywhere about the house are prizes won by the Grinder, all kinds, styles, and values. Statuary, clocks, candelabras, curtains, furniture, silverware, and so on *ad libitum*. Zim's own room is upstairs, the extreme rear apartment, with an excellent view of typical Jersey scenery. It is grandly fitted up with heavy oak furniture, thick velvet carpet, large mirrors, deeply upholstered couch, big easy chairs, desk, etc. Two or three drawers in the chiffonier are packed full of medals and other small prizes, while upon the top of the wardrobe is piled box after box of valuable prizes, that have been duplicated so often that there is really no place to display them. The walls of Zim's room are

One Solid Mass of Photographs.

Every racing man who ever straddled a wheel seems to have given his picture to Zim, who never thinks of hiding away some 3-minute man, just because he is not so fast as a 2-minute man. Besides Wheeler, Zim has given preferred locations to the photographs of W. F. Murphy, Hoyland Smith, and L. S. Meintjes.

The night that THE BEARINGS' correspondent spent in Freehold saw Zim in excellent good humor. As the visitor approached the house Arthur, who had by chance been looking from the window, spied him and hurriedly making for the front door greeted the scribe with a hearty handshake and a copyrighted Zimmerman smile. The exact words of the welcome are forgotten but they were something like these:

"Hello! B'gosh, I'm glad to see you. When'd you get in? Why didn't you wire me you were coming so I could meet you? Don't throw away your cigar" (as a half smoked weed was cast out into a snow drift). "Come in. Gee, how are you?" and without letting go of the hand he had grasped at meeting, he led the newspaper man into the hallway where he helped remove his wraps, smiling all the time.

Two young ladies were calling on Mrs. McDermott and how they did joke with Arthur regarding his approaching marriage. He took it all good-naturedly, laughing heartily all the while. The callers soon departed and Zim, unlike many another man who would have grown sober as soon as the company went, laughed as he remarked, "By George, I like such people as those. So jolly."

The first move that Zim made when the young ladies had disappeared in the fast gathering twilight, after turning several times to waive *au revoir* to Arthur, who had mischievously taken up his position at a side window, was to produce a box of specially made cigars with the remark: "Now you

can see where I keep them; don't fail to help yourself if you want any."

During the chat that followed on France and professionalism, plans for '95, etc., McDermott arrived from the office with the customary bundle of papers under one arm and several letters, fresh from the post office, stuffed into his pocket. Joe's little boy, Carlos, about twelve years of age, had gone to meet "Papa" and Mrs. McDermott intercepted him at the door, where she had affectionately been awaiting his coming.

Joe bustled into the parlor, said "Hello boys," gave Arthur some mail, did likewise to his wife, rubbed his hands together, pulled off his coat, and said, "Is supper ready?"

Supper was waiting and a good one at that, prepared in regular southern style by a colored cook imported directly from Georgia. During that meal an air of perfect contentment prevailed. Arthur did not have much to say; but Joe kept up a running fire of comment on matters in general, Zim's only answer being an occasional grunt.

Supper over, the first thing for Zim to do was to light a fresh cigar and—think. Joe says Arthur always thinks after eating.

While the table was being cleared, Joe got out an enormous book, some papers, data, memoranda, and notes on which, as is his nightly custom, he works at home, stopping probably every 5 minutes for about 2 minutes conversation.

facture wheels yourself this year; like England but prefer America; think Englishmen are clever but not so much so as Americans."

"Yaas."

"Now, Mr. Zimmerman, you—" etc.

"That," said Zim "is about the only truthful report of an interview with me that was ever used."

When the house had been reached again, Arthur continued his chat, giving imitations of various French and English reporters and their styles. It was quite laughable and Zim lighted a fresh cigar. He smokes about twenty every day of his life, when not in training, and uses a brand made especially for him, named "the Zimmerman."

About 8 o'clock that evening two other young ladies called on Mrs. McDermott (?) and Arthur immediately began to grow nervous when he heard them in the parlor, Zim being seated in the dining-room with Joe and THE BEARINGS' man. Presently a feminine voice of sweetest tone called from the parlor, "Don't you want to go out and slide down hill with us, Arthur?"

That settled it. Zim's face lit up and with an expression, that seemed to say, "How could I resist that voice," he was off, to *slide down hill on a bob sled*—a noble pastime for a dignified champion.

When he had gone, Joe remarked that the girls—whom THE BEARINGS



Zim meantime accompanied THE BEARINGS man "down town" to a telegraph office, where copy for a page advertisement of the Zimmerman Mfg. Co. was sent over the wires to Chicago. On the way back to the house Zimmy "loosened up" considerably and related several really good stories on himself, Wheeler, and others in Paris last year. He told about reputed interviews with foreign newspaper men who could not speak the English language. Zim on the other hand was unable to understand their vernacular, and the result was that after an hour's wrestle with each other, in trying to comprehend what was trying to be said, the attempt would be given up and the interview would end. Next day the paper from which the reporter had been sent would appear with a two-column story on Zimmerman printed in its pages. "In that respect," said Zim, "the

"Foreigners Are Fully Up to American Reporters.

"But say," continued Arthur, "when we get back to the house I want to show you my scrap-book, in which, I might say, I have the only really true report of an interview with me that was ever printed."

It was from an English paper and reads about like this:

"This is Mr. Zimmerman, I believe," said the reporter.

"Yaas," replied the champion.

"Ah. Let me see. You are an American; born in Trenton, N. J.; aged twenty-five; began racing at such and such a time; used to ride a Star; like the safety much better; think the Raleigh a good machine; going to manu-

man had not seen—were the little ten and twelve year old daughters of a neighbor who love Zim, just because he acts so like a big brother to them. At 10 o'clock Arthur had not returned; the McDermott family retired, after showing the writer to "the Kid's room." Once in there, with

Three Big Scrap Books

to help while away the time, an hour soon passed by and as the clock downstairs struck 11 with its silvery chimes, a stamp-stamp-stamp on the porch signalized the return of the champion. A door slammed presently, and then all was quiet again. Slowly the minutes ticked away until 11:30 sounded downstairs. A moment afterward a step was heard on the stairs, a light knock on the door of the Kid's room, a call to enter, and Arthur's head was stuck into the room, his face covered with—chicken dressing.

"What happened you?" inquired the occupant of the room.

"Gee whiz! I didn't know you were up yet. Thought you were in bed. Why, I've been down in the kitchen seeing what I could find to eat. All I got was two chicken skeletons with all the meat gone excepting up under the back bone ridge. Of course I had to get it. Hah, I guess I'll have to wash my face."

Ten minutes later, with a box of cigars under his arm, Zim again entered the room and while he and THE BEARINGS' representative proceeded to smoke their fresh cigars, Zim told all about the fun he had been having sliding down hill with those two little girls. Then as he unlaced one shoe

he told about his fall at Herne Hill track last year. Thump, down goes the shoe on the floor. Continuing with another story about the Wheeler and Schofield match that didn't come off, he loosened the other shoe and—thump, again.

"Slam," he had tipped his chair back against the dresser and elevated his feet upon the foot rail of the elegant brass bedstead, which he remarked was a $200 prize.

Puff, puff at the cigar; clouds of smoke arise and from their midst Arthur expressed himself as under the impression that if red, white, and blue ribbons were woven over the brass rods of that bed and tied in bows in various places it would look prettier.

"Don't you?" he asked.

"Oh yes," came the reply; "but say, Zim, to change the subject somewhat,

"How about this Tom Eck and Johnson Story

regarding a match race?"

"Please don't mention that. When I am in good humor I hate to have any unpleasant allusions brought up. I like Johnnie and I must say that Tom Eck is a clever business manager; but, pshaw, what's the use of talking."

And with this Zim said good-night and sought his own room.

Next morning at 7 o'clock the household was about and by 8 breakfast was over. It was then that one of the most interesting points of the trip was covered. In the illustration of Zim's home, appearing near the opening of this story, a barn will be noticed back of the house. In this structure Joe and Arthur have fitted up a training school. There are improvised home trainers—better than the usual run—blankets, shower bath, a stove that can heat to 100 degrees in a few minutes, in short everything needed in the work of training. Away over there in a dark corner stands a peculiar looking machine. It is black all over, has thread-like tires, spokes like long needles, and strangest of all it has a rear wheel fully fifty inches high and a smaller wheel in front, connected by a straight bar to the handles. A closer examination proves it to be a racing Star bicycle, such as made Zim famous; the kind that Colonel Stone, George Webber, Charley Frazier, and Harry Hall knew more about in a minute than the average rider of today knows of his safety in a year. This Star is the one on which Zimmerman first broke the heart of Willie Windle in 1890 at Peoria, Ill., and on which he repeated the dose over and over again.

It was on this same bicycle that Zim later proved conclusively his claim to superiority over all, and, with perhaps the slightest semblance to a tear in his eye, he stated that he would not part with the old machine for its weight in gold.

This Stirring-up of Recollections

seemed to put Arthur in a reflective mood, for without another word he slowly turned and started down the walk to the street and then downtown, while Joe and THE BEARINGS' man followed, a block behind.

It was an easy matter to find the Osborne House at "Manasquan," and once there, still easier to locate T. A. Zimmerman, the father of the champion.

What a royal entertainment followed! That dinner! Those raw oysters as big as flatirons! The codfish!—well, ask Dia Lewis about Pop Zimmerman's codfish. Pop says Dia spent New Year's Day down there and ate ten pounds at one sitting.

Zimmerman, Sr., kindly loaned the photographs published in this story and told a dozen good stories about Arthur's boyhood days at the same time. He told how Arthur at the age of eight years played hooky from school and went to work in a billiard hall at $5 a week, and how out of that $5 salary and tips he saved up over $100, which

He Generously Gave to His Mother

at a later date when his father had told "mamma" that he would like to have her buy a certain dress that he had seen in Philadelphia, and which cost $50. It seems Mrs. Zimmerman had lent $100 to a poor family down the street, unknown to her husband; but Arthur knew it, so he went upstairs to his room, and while his mother was worrying about that dress, Arthur slipped his savings into her hand and insisted on her getting it. Many other tales of the boy's generosity, open-heartedness, and frankness were told, all of which are verified by the generous traits which are the most pronounced of Zim's many virtues now. Truly, A. A. Zimmerman is a self-made man, a true friend, a jolly good fellow among men, and above all an honor to the sport in which he has proven himself champion of the world.

Around the World Awheel.

H. Darwin McIlrath and wife will leave Chicago April 10 for a trip around the world. They will head for 'Frisco, passing through Dixon, Ill.; Clinton, Iowa; Omaha, Neb.; Denver, Colo.; Salt Lake City, Utah; and Reno, Neb. From 'Frisco they will sail for Japan. It is McIlrath's intention to travel across Asia, from Asia to the Dardanelles, the route taken by the unfortunate Lenz. The McIlraths will ride 22-pound Fowlers, fitted with Palmer tires.

The new and revised edition of "Always Strong and Happy; or, Key to Health and Strength," by Prof. J. R. Judd, is out. This book, now in its second edition, has been highly commended by the press and leading athletes and trainers. For practical information on the care of the human body and instruction for developing each and every muscle, it is one of the most complete and comprehensive works published. The Outing Co., Ltd., of New York, is the publisher.

THE IDLER'S THOUGHTS.

The present agitation concerning poor Frank Lenz reminds us of the recent adventures which the immortal Tommy Stevens alleges he had in the wilds of Thibet of late.

Tommy tells tales which would put old Baron Munchausen to the blush. He saw a mango tree grow up and bear fruit in less than half an hour.

He saw a man throw a rope up into the air. The rope stayed suspended in the air. Then the man climbed up to the top of the rope! While Tommy was looking at him in open-mouthed wonder, man and rope both vanished into invisibility!!

Tommy saw a juggler or fakir (pronounced fawkeer) take two snakes put the tails of each into the other's mouth and presto, both snakes swallowed each other. Then the fakir coughed and two bullfrogs fell out of the blue sky into Tommy's upturned pith hat.

Spirits of Marco Polo and Abbe Huc, why are ye silent?

Forewarned is Forearmed.

I here give notice that if any one of the returning All-American party attempts to buttonhole me and tell me any All-Mexican fairy tales I'll have him arrested and prosecuted on a warrant for disorderly conduct. We all know all about Mexico and we don't want to be told any more.

The Cycle in Literature.

An English cycling paper, which is trying very hard to create a class of high-grade literature having the cycle for its motive, says that slowly but surely the cycle is working its way into fiction. This is partly true, but it leaves a false impression on the mind of any one who is likely to accept the statement and to go into no analysis of it.

It may be true that now and then the wheel is introduced into a novel in a purely incidental way. But in this there is no ground for boast. Tobacco and cigars, rocking chairs and hobby horses, moonshine and red roses also form a part of the novel in the same way. We might go further and say that the plot of a Sherlock Holmes story might hinge on blood spots on a cycle saddle, or the deflating of a tire, or on the identity of a pocket pump. Yet there would be no great shakes in that for the cycle. It would be the same as if the poisoning of a fast horse were made out to reflect credit on the horse from the literary merit of the story.

Thus far the cycle has been a failure in literature. Until it can be made to take the place of the war horse in "Sheridan's Ride," the locomotive in "Dombey & Son," the coach in "Paul Clifford," or the balloon in Jules Verne's story, the cycle will have no prominent place in literature. Whether that time will ever come is a question that seems very doubtful at this writing.

Her Ruling Passion.

They were seated in the library of the family country mansion on the Hudson. She, the spoiled darling of a multi-millionaire pa; he the penniless scion of one of the most ancient cerulean-blooded families of the French nobility.

They looked with ravished eyes out upon the luscious spring landscape and no sound broke upon the silence of their 70-fathom thoughts but the sharp cry of the nanny-goat in the backyard calling to its mate. The latter gentleman merely pulled his Galways and ate wood.

At last the heiress cracked her voice and spoke as follows:

"Bar-r-r-on," she said in an Amelie Rives Chanler voice, "I can not be yours. The coin which daddy tossed me when he croaked will never be traded for a mere title."

(Of course the dramatis personae spoke in pure Bowery French, but we translate for the benefit of our readers.)

"Ma'mselle," replied Baron Honree Roqueforte Cheese Caviare Neufchatel de Pompodorey de Bumm, "do you realize that you are trampling in the mire the proudest name in France? Do you know that my ancestors were kings of Normandy?"

"You seem to forget, Baron," returned the beauty haughtily, "that my old man was the boss gazabo in Wall Street and never ducked on a falling market."

"Ah, Ma'mselle," sighed the proud nobleman, humbling himself before the power of gold, "I offer you the family jewels which have been an heirloom with us for umsteen hundred years."

"Wouldn't bring $11 in the market," was the heartless reply.

"My grandfather was beheaded with King Louis."

"And mine bought real estate in New York."

"Our children," pleaded the baron, "will be of the finest blood in Europe."

"Not with my money," replied the cruel, beautiful heiress.

The hot French blood of the Baron de Bumm boiled in his veins until his hair and whiskers were singed. Rising from the Marie Antoinette three-legged stool on which he sat, he glared with wild desperate eyes at his devilish tormentor.

"Vain woman!" he hissed, as he clinched his teeth and drove them in on the other side, "think what you do before you reject the man who holds the world's steam paced record for the mile at 1:01⅘."

The girl leaped from the $930 divan on which she was squatting, flung her swimmers around the baron's neck, and fell with a crash upon the bosom of her panting lover.

"Hank, darling Hank," she sobbed, "pardon me, pity me! Take me and my millions. How could I know—"

But let us let the curtain fall on this wringing scene.

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NO MORE AGENTS CAN
BE APPOINTED
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TRAVELING MEN
ALL CALLED IN.

We have enough to do to supply
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NEW YORK.

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, APRIL 5, 1895. No. 5.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co. 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

HOW ARE THEY GOING?

This question is asked as to our '95 FOWLERS. Simply let us answer it by the recounting of a seven-day trip to Pittsburg, Philadelphia, New York, Boston, and Wilmington.

J. A. Johnston, of Pittsburg, got started with the Fowler late in 1894, but he sold some thirty-five, mostly King B's; he also handled three other high grades. This year the Fowler is his only high grade, and already his shipments amount to over forty-five wheels, and a telegram received last Thursday stated, "Have taken orders for twenty Fowlers today; can you fill it?"

How are they going, did you ask? On to Quakertown, where the genial, hustling W. J. Emerson holds sway: "I've already sold thirty Fowlers, and from the way they are going I surely expect to reach 110 to 125." (Philadelphia's four hundred are ordering "the most highly finished bicycle in the world.")

At New York, where we placed the agency with the Starr Cycle Co., Fowlers were in great demand. In fourteen days Mr. Starr has ordered thirty-four wheels. "How are they going?" You didn't ask, did you?

Then down to "Emerytown" (Boston) How are they going? Well, you ought to drop into 40 Columbus Avenue and see Fowlers move. B. B. Emery & Co. have sold over 350 Fowlers this year, and it's a day or so after April 1. As in 1894, there will be more Fowlers sold in Boston this year than any other one wheel. That's a bitter pill, don't you guess, for that kind, considerate, benevolent aggregation of self-styled gods who so kindly "permitted us to grow up."

From Boston to Wilmington (Pyletown), Del., where Victor R. Pyle, ably assisted by T. C. Bradford and L. H. Pyle, are simply getting "everything in sight." There will be more Fowlers in Delaware in 1895 than any other wheel, that you may rest assured of.

"IT'S NO IMITATION."

"The Fowler"

"Most highly finished bicycle in the world."

As for races, it will be the same old story—"Fowler riders get everything." Mr. Pyle has sold Fowlers from the first, but the 1895 model will surely reach a sale of from 150 to 180—and do you still inquire, How are they going?

Don't we wish it were possible to fill all the orders that we could get for the Fowlers. Day after day brings us applications for agencies from concerns whose commercial standing is the very best, and we are compelled to say, "Nay, nay, we are crowded to our utmost; our agents must be taken care of. Write us early next season."

POINTERS.

Apply for an 1896 Agency now.

A bicycle that has made such strides in two seasons as has the Fowler, and without the aid of a racing team, gives one the idea that we ***do know how and do*** build ***good bicycles,*** doesn't it?

A pertinent suggestion to some employers of racing teams: If you had taken your cash and deposited it ahead for your tubing we would not hear of foreign envoys, would we?

It's a bitter pill, we know, but there'll be more Fowler bicycles sold in Boston in 1895 than any other high-grade wheel, thanks to those who "permitted us to grow up."

The second edition of "The Truth About the Fowler" is the finest thing in the way of a catalogue yet produced by a cycle maker.

J. A. Johnston, our Pittsburg agent, says the cry is, "As good as the Fowler"; that competitors say their wheels are enameled in the same factory as the Fowler, etc., etc. The competitor who works the latter statement is a ***liar*** pure and simple. Fowlers are enameled exclusively by ourselves; that is why the "Fowler is the most highly finished bicycle in the world."

B. B. Emery & Co. say, "One can get a higher price for a second-hand Fowler in Boston than for any other make of wheel"—wonder why?

"Anything to beat Fowler in the Chicago Road Race," will soon be the cry. We've fooled the "combination" in the last two—will we make it three straight?" We're not sleeping.

We assure our agents that we are amply supplied with all kinds of material, and although the demand on us from all quarters is beyond our most sanguine expectations yet we are doing our level best. Within ten days we have added one-half more space to our factory and new tools are arriving daily. Night and day we are laboring to give you Fowler bicycles. They will not be "rushed" through. We must and will sustain the title of "Makers of the most highly finished bicycle in the world."

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

WEIGHTS OF WHEELS.

Among the very first advocates of light wheels in America may be reckoned THE BEARINGS. The members of its staff were not content to preach light weights alone, but put their theories into practice as well. That was in the days when English wheels were vastly lighter than any that were made in this country; in the days when American cycle building was practically in its infancy. Members of its staff found by actual experience that light wheels would stand all that was required of them, and told their readers what their experiences were. Presently American makers began to put light wheels on the market. A hue and cry went up that the light wheels would not stand up; but they did, and the time soon came when every manufacturer who made any pretentions at all to keeping up to the times had to put light wheels on the market. Weights were rapidly reduced until the lightest wheels of the English makers were heavy in comparison with ours, and still the wheels stood all that was required of them. The reductions in weight were mostly accomplished by doing away with cumbersome and unnecessary parts that really added nothing to the value of the bicycles. Now the English papers are loudly declaiming that our wheels will not stand up at the weights at which they are offered; but they will. So much for the advance of the art of cycle making in America.

At the present time the making of wheels has been reduced to a science. The ordinary rider can buy a wheel of almost any weight that he may desire. That is just the point that we are getting at. It may seem strange for a paper that has for years religiously adhered to the advocacy of light wheels, to come out with a caution against too light wheels, but that is just the position that we are in. The building of wheels has been reduced to such a science and the present models are such models of simplicity, that when it comes to a matter of reducing weight below the ruling weights, that is below twenty or twenty-one pounds, the reduction must be made by taking from the materials absolutely necessary to the strength of the bicycle, and we strongly recommend that our readers, in selecting their mounts for 1895, do not get wheels below this weight. Lighter wheels are all right for the track but where they are to stand the wear and tear of road work, even on good roads, they should be as heavy as we have indicated.

IMPORTATION OF CEMENT AND TUBING.

WASHINGTON, D. C., April 1.—The treasury department has just completed the compilation of the statistics covering the exports and imports during the last fiscal year, and these important figures have only now become accessible to your correspondent.

The following is an interesting exhibit of the last fiscal year's dutiable imports of cement for bicycles, showing the customs districts into which the cement was imported and the countries from which it was imported. The total value of imported cement amounted to $17,800 of which $7,731 worth came from Germany and $4,069 worth from Great Britain.

The general appraisers of the treasury department have made the following reappraisement on steel tubes from Mannesmann Tube Co. Ltd., Landore:

Cycle tubes, best quality steel, all stiff, entered at discount 75 per cent, 2½ per cent, and 5 per cent, advanced to discount 75 per cent and 2½ per cent.

HERE'S GOOD ADVICE.

The following sensible advice is offered by the Palmer Tire Co.: Riders taking their wheels out of winter quarters should not forget to look carefully to the cementing, and see that the long rest has not resulted in the tire loosening from the rim through the cement drying out. Where shellac or glue has been used the tires should be reaffixed with tire cement, as it is universally acknowledged that this gives best results. Improperly cemented tires are a constant menace to the safety of the rider through their liability to roll off the rims when turning sharp corners, as well as wear out by chafing against the edge of the rim where loose. This latter is especially true of the Palmer as its excessive life and springiness assists in its own destruction. A little care in this business at the beginning of the season will save time and expense just when one particularly desires the use of his wheel.

In the great flood of catalogues that has poured into THE BEARINGS office this year none were handsomer or more tastily gotten up than the Andrae catalogue. Andrae cycles and Sunbeam lubricant are described in it. Julius Andrae & Sons, of Milwaukee, have something to be proud of in their artistic production.

CYCLE SHOW QUESTION SETTLED.

The Directors of the Cycle Board of Trade Make Arrangements for Two Cycle Shows—One in Chicago and One in New York.

The new officers of the Cycle Board of Trade have been attending strictly to business since their election. The result is that the question of cycle shows for next season has already been settled. Arrangements have been practically closed with the management of Madison Square Garden for a show in New York, and with the National Cycle Exhibition Co., who promoted the last Chicago Show, for a show in the latter city. These two shows will be held under the auspices and rules of the board, but will be managed as heretofore, the board of trade sharing in the profits. Contracts have not been signed on the part of the board as yet, but have been approved by President Spalding and Vice-President Gormully, and will undoubtedly be signed in a short time.

The First Show will be Held in Chicago

early in January, beginning on Saturday and ending the following Saturday. The New York show will open a week after the close of the one in Chicago. The officers of the board canvassed the trade thoroughly to get opinions as to the best time to hold the shows. The makers of parts were almost unanimously in favor of November shows and their vote was about offset by the makers who favored exhibitions in February. Of the others who replied to the communications of the board by far the largest number favored shows in January, and the board accepting their decision, decided on that month. According to the contracts proposed all members of the board will be bound not to exhibit at any but the two shows held under its auspices.

Other board matters of interest will be found under another heading.

CYCLE BOARD OF TRADE DOINGS.

NEW YORK, March 30.—Now that the Cycle Board of Trade has opened its home office in New York City an immense amount of work has already devolved upon the various committees, calling for immediate attention and action. Many of these matters are of national interest and importance, and with a view to getting them started on a proper basis Walter Burnham has been in Chicago for the past twelve days in constant conference with Pres. A. G. Spalding and R. Philip Gormully.

Mr. Burnham returned to New York Friday, and an informal gathering of the executive committee was held today at the offices of the board of trade in the Vanderbilt Building.

The following members of the executive committee were in attendance: R. Lindsay Coleman, W. F. Wilson, and Joseph McKee. George Pope had been telegraphed to on Friday of the proposed meeting, but wired this morning he did not get the telegram in time to attend the meeting.

The action of the several members of the committee was unanimous in recommending action on the following matters, and the result will be submitted to a general meeting of the executive committee to be held in New York about May 1.

Owing to the many and important changes lately made in the by-laws it has been decided to recommend that a new handbook shall be prepared defining the field, purposes, reasons for existing, list of officers and members, and a history of the corporation and of the previous cycle shows. The committee will be glad to receive help and suggestions from all who might have desirable information.

With reference to the legislation pending in several states which is injurious to the interests of the trade and to cycling generally, the League of American Wheelmen has asked the board of trade to co-operate with the League in opposing such bills or legislation or municipal action. The committee trust that any member who hears of action which he thinks prejudicial to cycling interests, at once and personally get a protest on record and report the facts to the home office. Such matters will be submitted to the executive committee for immediate action

A very important question to race meets promoters also came up for discussion. Several members of the board who are leading makers of bicycles desire to reach a common understanding as to the terms upon which bicycles are sold or given to race meets, etc., to be put up as prizes, and also as to the subsequent treatment of any such prizes as may come into the market. The committee reported in favor of submitting the following questions to the members of the board:

1. Would you furnish a prize at any price less than list and if so would you then insist on terms, and if so what terms and price, and if your agent obtained an opponent's prize would you report the fact at once, and sell it to the maker at a standard price?
2. Do you favor the securing and existence of board of trade terms and conditions for prizes?
3. Should these "Board of Trade Terms" include bicycle accessories and if so should the opinion of accessory makers be obtained?
4. Would you regard, respect, and be governed by such board of trade terms and conditions as may be agreed to by a good working majority after this subject has been considered and a conclusion reached?

With a view to regulating the contracts entered into with expert riders by manufacturers the racing committee have reported a proposed contract. Two of the leading makers of bicycles have also submitted their form of contract. It is proposed to have a regular course of filing for record, that the present and past of riders may be learned, not necessarily disclosing the cash terms and private matters, and also that the League of American Wheelmen be notified of who are by contract the riders of various firms, and also what these riders are at liberty to do. The committee will be glad to receive suggestions on this contract question from makers interested in the subject.

The cycle press generally are sending their publications to the home office, and in future the assistant secretary will send to the cycling and general press a weekly report which is intended to keep the Cycle Board of Trade and its doings before the people, and to acquaint the members of the bicycle trade of what is being done. It is hoped that any member of the board, or any one possessing matter of interest, will send the same to the home office, and the assistant secretary will send it to the press.

The above matters will be submitted to George Pope at an early date for his views upon the same.

There are several large matters which will be concluded shortly and will be sent out for publication immediately. They are ripe for circulation.

ERNEST R. FRANKS, *Assistant Secretary.*

IN NEW YORK'S SMALL TOWNS.

COLUMBUS, N. Y., April 1.—Richer & Pope, general retail merchants, have taken the Falcon agency and will open a large bicycle department.

Holmes Bros., of New Berlin, have a full line of Unions, Keatings, Majestics, and Crescents as a side line. They report a very good business.

E. M. Swan, of Sherburne, N. Y., dealer in cutters, wagons, harness, and robes, sells the Cleveland, Elmore, Wynnewood, and Road King.

THE TUBING FAMINE.

"We want tubing," is the cry that is going up from the throats of hundreds of cycle manufacturers in the United States. The cry was feeble at first, but as maker after maker joined in the chorus the trade began to realize that there was a real tubing famine, and that it behooved the makers to hustle around for material. At the present time the demand is far greater than the supply, and the manufacturers of tubing are running their mills day and night in a vain endeavor to catch up with orders. It will be fully sixty days before all orders can be filled, and it will then be too late for many of the makers.

The Shelby Steel Tube Co., of Shelby, Ohio, is turning out tubing by the ton, but its efforts are puny when compared to the demand. If the rush did not come at one time the Shelby company would be able to make more tubing than could be used. But the makers were not prepared for such a great demand for bicycles and had not ordered enough tubing. Those who had prepared to turn out 3,000 wheels this year found out after the cycle shows that they could sell an additional 2,000 and of course sent in their orders for more tubing. This unexpected rush caught the tubing makers unaware and they have been unable to turn out tubing fast enough to appease the rapacious appetites of the cycle manufacturers. Every steamer from Europe

Brings Over Thousands of Feet of Tubing,

but the foreign mills are in the same boat as ours and have been obliged to call for mercy.

But this tubing famine will have one good effect—it will prevent an overproduction of bicycles and the consequent price-cutting. It will also give the makers of tires and parts, a chance to catch up on orders. To learn the exact condition of affairs a BEARINGS' representative called upon some of the most prominent makers of tires and parts in the city.

"I want an extra 100 pairs of tires," an excited looking individual was saying to Harry Cassady as the newspaper man walked into the store of Roger B. McMullen & Co., "and I must have them at once."

"You can't get them now; you'll have to wait a while," was the response. Then turning to THE BEARINGS' representative, Mr. Cassady said: "See how it is. They won't order in time to give us a chance."

When asked about the tubing famine, Mr. Cassady said: "There is no real famine and there won't be if the makers will let matters take their course. There is certainly a great demand for tubing, but there is plenty of it in this country. A great number of makers are anticipating. They have a good supply on hand, but they hear of some new house starting in who find it hard work to get tubing, because they didn't order early enough. Then they jump at conclusions and think there is a famine. They send in their orders for more tubing and get scared because they cannot get the material at once. Why, I know of some makers who have so much tubing on hand that the workmen have to climb over it to go to work.

And Yet They Talk of a Famine.

"Fork sides use up a great deal of tubing, too. Last year the Shelby Steel Tube Co. used up 550 tons of raw material; so far this season, it has used 1,100 tons. So you see they made preparations for a big year. Chains are another scarce article and the makers of chains cannot see their way clear to fill all their orders for sixty days. It is impossible to make over 1,600 chains a day, so that it takes time to fill orders."

"We won't have tubing in stock for sixty days," said Mr. Burgess, of Parkhurst & Wilkinson. "The demand is so great that we have great trouble in keeping our customers supplied. We are getting along fairly well, but this famine is causing a great stir in the trade. We are taking care of our patrons as best as we can, but we did not anticipate such a great demand and are not prepared to meet it. The mills are working night and day, but they are buried in orders. There is no famine in anything else although we could use more saddles and pedals."

"I am glad that the tubing famine is on," said John F. Palmer, president of the Palmer Pneumatic Tire Co., "for it gives us a chance to catch up in our tire orders. We are considerably behind just at the present because some of the manufacturers held off. While our capacity is unlimited we can not jump from 1,000 to 2,000 pairs of tires a day in a single jump. We can handle all orders. The tire business is unprecedented. The makers have stopped ordering in small lots and we are daily receiving orders for 500, 1,000, and 2,000 pairs."

"No, I don't think that there is a scarcity of tires," said L. J. Berger, of Morgan & Wright. "We are able to keep up with the demand and we are experiencing

No Difficulty in Supplying Our Customers

with all they want. Our facilities for turning out tires can not be beaten, and maybe that is one reason why we are having no trouble."

"We are 15,000 pairs of tires behind in our orders," said S. E. Gillard, of the American Dunlop Tire Co. "But our chief difficulty is lack of rims. We can only get 3,000 rims a week for 10,000 tires. It will be a week or six weeks before we are able to catch up. Business has been very good and there has been an extraordinary demand for Dunlop tires. We are not looking for orders, having all we can take care of."

Thieves broke in the side door of Hales & Anderson's store, at 35 East Van Buren Street, last Friday night and stole a 22-pound Ariel. The machine was finished in maroon, had a 25-inch frame, and New York tires. The number of the stolen wheel is 5,982.

RIDING SCHOOLS FOR SALT LAKE.

SALT LAKE, UTAH, April 1.—The near approach of the bicycle season is causing changes among the agencies to occur with such frequency and rapidity that it is hard for one to keep pace with them. Hardly a day passes without the announcement of some new cycling enterprise or new firm about to engage in the cycle business or some new enterprise which the old dealers are about to inaugurate. The ladies and children will be given a good opportunity of learning to ride this year, as all of the larger dealers will conduct riding schools. M. R. Evans has put a new floor in the Continental Market place and will have a fine school and large showroom combined. The Western Hardware Co. will move into the new Hooper Block March 1, and will use the entire second floor for their bicycle department and riding school. The Salt Lake Cycle Co. will use the Tunnell riding school as it did last year. Browning Brothers are also looking for a

Location for a Riding Academy

The cycle store are all refitting and improving the appearances of their salesrooms. The Salt Lake Cycle Co. has made extensive improvements and has put in an air plant which supplies eighty-five pounds of air pressure throughout the entire establishment. Browning Bros. have put a new large glass front and display window in their cyclery, while the Intermountain Wheel Co. will remove to new quarters on Second South Street in a few days.

The new tandems are arriving and from all indications they will meet with a big sale.

CHICAGO'S RIDING SCHOOLS.

The Windy City has the riding school craze, and just now instruction halls are thicker than the proverbial blackberry. Nearly every one of the larger firms in Chicago has a hall where the novices are taught the art of balancing a bicycle and every week sees a fresh addition to the number. Last Monday the Pope Mfg. Co. opened a mammoth riding academy in the Second Regiment Armory on Michigan Avenue and is now prepared to care for the swell society people who wish to become adepts on the wheel. The armory is the best place in the city for a riding school and Manager Jackson proposes to make his school the best in the west. Gentlemanly instructors, dressed in a neat uniform, are in attendance and the hall has been fitted up with all conveniences. The title of the new school will be the Columbia Riding Academy.

The Sieg & Walpole Mfg. Co. has secured the store formerly occupied by the defunct Stokes Mfg. Co., at 293 Wabash Avenue. There is a well appointed academy in the basement, and the enterprising manufacturers of Perfection repair outfits are preparing to cater to all classes. T. F. Rockwell has also opened a school on Wabash Avenue near Van Buren.

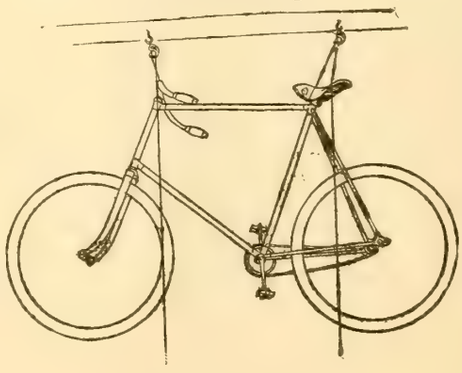
Frank Fowler is preparing to care for the West Side and has fitted up the top floor of the factory of the Hill Cycle Mfg. Co., at 144 West Washington Street, as a first-class riding school. Besides these there are the well appointed schools of the Gormully & Jeffery Mfg. Co., at 85 East Madison Street and that of A. G. Spalding & Bros., at 147 Wabash Avenue. With all of these first-class schools Chicago novices ought not to have any trouble in learning to ride.

FERGUSON'S TIRE FASTENER.

Ferguson's tire fastener is something new that will surely make a hit this year. It is made for inner tires and does away with the necessity of lacing. In appearance it somewhat resembles a pair of corset steels, the general difference being the hinged arrangement at the centers, allowing it to open when on the tires, as shown by the accompanying illustration The cut also shows a very distinct advantage in the fact that the rider is enabled to hold the opening apart for its entire length with one hand while taking out or putting back the inner tube with the other. Its price is $1 a pair. It is made by E. L. Ferguson, Monon Building, Chicago.

THE HOLDFAST SLING.

This is the Holdfast sling made by the Tie Co., Unadilla, N. Y., for hanging up bicycles. It will be noticed by close examination that the ends of the rope do not have to be fastened; a very ingenious hook, running up to the fastening in the ceiling automatically, ties it at any height. The company also makes a bundle carrier with the same style hook.



The Nilsson Cycle Co.

The above is the style of a new Chicago manufacturing concern, located at Grand Crossing, which has just completed its first wheels. The wheels are called the Nilsson and are built of the best materials by experienced bicycle men on approved lines. German tubing is used. Weights are twenty pounds. The output for this year will be about 500 machines.

NEW YORK TRADE.

It is Booming—Lack of Wheels to Supply the Demand the only Trouble—What Some of the Dealers are Doing.

NEW YORK, April 1.—The prediction that 1895 would prove the greatest year in cycling history seems to have been about right. Spring is here with a vengeance, and agents, dealers, and manufacturers alike are correspondingly behind in their orders. Factories are being run night and day throughout the east, and still there seems no sign of a let up. In and about Gotham, probably the backwardness of the supply is more noticeable than elsewhere. New York has taken hold of cycling this year in a way never thought of before. Chicago could grab at a thing with both hands, and nothing would ever be thought of it, but when staid and dignified old New York loses all self control and goes in for any particular line of sport or recreation—well, then the dealers in that particular line become aware of it.

THE BEARINGS' New York correspondent made a thorough canvass of the two hundred and some odd dealers in the metropolis and Brooklyn last week, only to hear the same cry from every point, "Give us the supply; we have enough demand stored away to last all summer."

Probably the hardest pressed firm is Humber & Co., America, Ltd., 318 Broadway, who had but one American Humber up to last Saturday afternoon. Day after day one solid looking individual came into the store with the stereotyped query, "Any Humbers in yet?" only to receive the stereotyped reply, "Not yet. We expect them any day now." And the one '95 model that is there for inspection, how it is handled by would-be customers.

The Anglo-American Cycle Fittings Co.,

incorporated recently with a capital stock of $50,000 by Joseph Friedenstein, Geo. A. Driggs, William B. Smith, Theodore E. Smith, and Chas. N. Judson, reports a most promising outlook, having more business than they can attend to at this early date after their organization.

Probably if any one class of dealers is doing more than any other, it is the jobbers; such firms as the American Bicycle Co., 115 West 125th Street; L.C. Jandorf & Co., Fulton Cycle Co., Park Row Cycle Co., Barclay Cycle Co., Herald Cycle Co., and half a dozen others. These concerns, without exception, are negotiating as much business and almost as many sales as they would were they to advertise "a $100 bill given away with every $50 wheel."

Especially at the store of the American Bicycle Co., on 125th Street, is a land-office business being done. Bicycles can be purchased at this progressive place at prices next to nothing. Manager Levy announces a still greater reduction at an early date, when he fully expects to sell the two hundred or more wheels on exhibition in one day. This concern is the regularly appointed uptown agent for Smalley bicycles, which are making a "hit for fair."

The Fulton Cycle Co. is making a feature sale of a lot of new machines bought in by it at an auction sale recently. The original list price on these goods was from $100 upward, yet this enterprising concern are selling them at $30, $40, and $50.

The Metropolitan Bicycling Co., Sixtieth Street and the Boulevard, in addition to their unexcelled riding school, offer to take old wheels in exchange for Columbias and Hartfords. These machines will also be sold on the installment plan. A full line of sundries is carried, and repairing, renting, and storage are features of the establishment. The physical culture department, under the supervision of Professor Gordon, is the most complete of any in New York. The informal opening of the academy was given last Thursday. Manager Bridgman announces the formal opening for some day and evening during the third week in April.

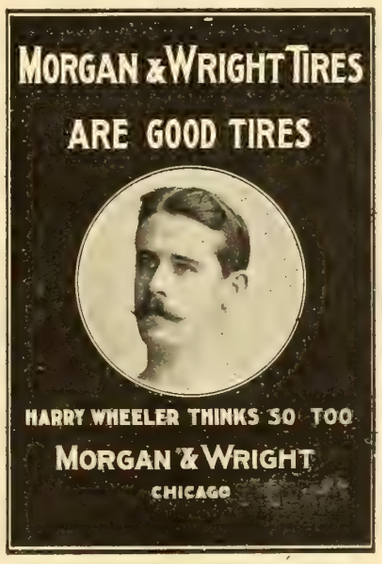
Frank Bowden, managing director of the Raleigh Cycle Co., of Nottingham, England, has been in America all the week, transacting business of an important nature. The Fairbanks Wood Rim Co. is taking up most of his time while here, and he does not expect to get away much before the 20th of the month. Regarding Zimmerman Mr. Bowden says that the champion will have to ride a Raleigh in any and all races competed in by him up to and including the month of July. It seems the wording of Zim's contract with the Raleigh concern makes this imperative.

Schoverling, Daly & Gales are making a leader of a lot of Lamplugh saddles. These saddles are constructed on scientific medical principles, and are destined to a big run in these sections of the country.

Gormully & Jeffrey's Brooklyn Branch,

at 415-17-19 Flatbush Avenue, is making a record at instruction lessons, no less than 276 being given on last Tuesday. Over $88 was taken in in this department alone on that day, $82 the day before, and $65 the Saturday preceding that. Manager Chas. Schwalbach says that fully $1,200 was the receipts from the instruction department during March. Rambler copper rims are seen everywhere in the city across the bridge, thanks to Schwalbach's everlasting perseverance and ability.

Mungers, Elmores, and Ixions will be handled in Brooklyn hereafter by F. W. Bruner, one of the South Brooklyn wheelmen, who has opened a store at Ninth Avenue and Sixth Street.



Brooklyn also has had added to its cycling district a new branch store of Bidwell-Tinkham, at 1,213 Bedford Avenue, and still another at 1,201 Bedford Avenue, where the H. & D. Folsom Arms Co. will carry a full line of Monarchs.

Louis Peoples, the Victor and Crawford Brooklyn agent, is complaining because "I have so much business." Shipments from the Overman factory are not as speedy as he would like to have them, and the result is an overwhelming accumulation of sales which can not be closed, simply on account of the manner in which the factories have fallen behind. Mr. Peoples has had a new office built in the rear of the store, which is a huge improvement over the old one.

R. Lindsey Coleman,

of the Western Wheel Works, is an enthusiastic sportsman outside of his office duties. About once every month he goes to Chicago for a week, returning to New York for so long, and then a part of the remainder of the month is devoted to duck shooting down Virginia way. He is an excellent shot, and invariably returns from these hunting expeditions loaded down with game.

The Madison Square Roof Garden Bicycle School, under A. G. Spalding & Bros.' management, is scheduled to open today. With such a plenitude of fresh air, so much room, and such grand surroundings, it does not seem at all improbable that the idea of roof cycling may become quite a popular fad, of course providing the roofs are made for that purpose. A header over the edge of the average tenement roof would certainly mean the destruction of several clothes lines as the "faller" continued his journey to the ground. Let us pray that roof cycling attains only a healthy growth.

Geo. S. MacDonald, manager of the Barclay Cycle Co., 10 Barclay Street, expresses himself as more than satisfied with the amount of business being transacted by his establishment. Any one can get suited there, having Raleighs, Centrals, Envoys, and Fleetwings at all prices to select from.

W. H. Wilson, whom Maltby & Robley, of 1, Park Place, were fortunate enough to secure, is rapidly making friends in his new position. This concern is about as busy as it possibly can be, selling Falcons, Keatings, Maltbys, and Robley Specials. Mr. Maltby has a most novel, as well as effective means of proving the wonderful strength of the makes of machines handled by his firm. Taking, let us say, a Keating from stock, he will roll it out to the sidewalk, vault into the saddle, jump the machine into the gutter,

Hoist the Front Wheel High in Air,

and then ride slam bang across the car tracks and back, up the curb and into the store. The would-be buyer, who may have expressed himself as somewhat afraid of those featherweight bicycles for road use, invariably concludes that Keatings are good enough for him, and says, "I'll take her," hands out the money and departs, while Mr. Maltby smilingly turns to the next customer.

A. G. Spalding & Bros. are making a drive in Spalding cyclometers, which sell at $2, weigh but four ounces, and contain all the real improvements for 1895.

Since Fowler bicycles were introduced into New York and vicinity some three weeks ago, one can not help noticing the surprisingly large number of riders on the old familiar wine-colored frames with the forked crank seat mast. These two points alone are sufficient to distinguish Fowlers from other machines. Fowlers will make as big a mark in the east this year as they have in the west in the past. The Starr Cycle Co., of 53 and 55 Second Street, Lexington Avenue and Twenty-fourth Street, and Nielson Hall, Fifteenth Street and Irving Place, are looking out for the Fowler interests in New York.

The Kings County Wheelmen will practically be a Humber club this year, about all their best men on the track and road having declared themselves as in favor of the Royal Purple machine. From a standpoint of beauty these wheels certainly are winners.

The Pierce-Thompson Cycle Co., 107 Chambers Street, opened their downtown riding school this week. It is situated on the top floor of the building, and has a floor space of 25x100 feet. It will doubtless be patronized principally by business men, being in the downtown district.

Other Dealers.

L. C. Jandorf & Co.'s Brooklyn store, at 397 Bedford Avenue, is already well known from the familiar low price methods of the parent house on Park Place.

The Waverley stores in New York are making giant strides in the proper direction, and already the name "Waverley" is familiar. Leon Johnson, manager in chief for New York, and grand potentate in particular of the Thirtieth Street and Broadway store, expresses himself in the warmest terms as to the popularity attained by these wheels in the east. Capt. Percy Tunison, of the Courtland Street branch, and Manager More, of the Fifty-ninth Street establishment, are the right men in the right places, under whose able care and watchful eyes the output of the Indiana Bicycle Co. is bound to do well.

Streaks of Crimson

Tell of the approach
of the SYRACUSE.
It's on the route
to victory.

When you see that
trail of red, prepare for
the approach of the
mighty "Crimson Rim."

DUST,
LOTS OF
DUST!

They all take it

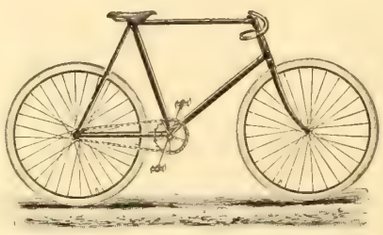
From the riders of the SYRACUSE. It's built like a bicycle. No shoddy or other disagreeable ornaments about this wheel. And no tubing famine, either. It's the wheel that sells, and the wheel to ride, and the wheel to win on.

Whoop her up for the Crimson Rims!

Makers,

Syracuse Cycle Co.

Syracuse, N, Y.



Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

Manager Willis, of the Park Row Cycle Co., 21 Park Row, has placed a sign of huge dimensions on a 25-pound wheel in front of his store, reading, "This wheel $1 a pound." The idea is good, and serves to draw the crowd, who invariably ask, "How many pounds," not unlike a poor man buying a Thanksgiving turkey. Pumps, toe clips, lanterns, saddles, lubricants, luggage carriers, and all such sundries are practically given away at this company's place.

Cobb & Archer, of 96 Center Street, downtown agents for the Syracuse and Barnes lines, are creating quite a hit in local wheeling circles by their brisk manner of selling crimson rims. The Barnes is likewise getting a strong hold on Gothamites, who are not slow in appreciating a good thing.

H. Fox, 2,232 Seventh Avenue, will make a specialty of cycle building to order this year. He makes a stock machine in two models, diamond frame and ladies', which he calls the Devil and the Angel. These wheels weigh 21 and 23 pounds respectively, and are strictly up-to-date in every manner. In addition to this he makes renting, storage, and repairing features of his place.

W. C. Hodgkins & Co., 300 Broadway, report a brisk trade in Scotch stockings, which they are retailing at $4 per pair. The Riverside Wheelmen have given this concern the order for their outfitting this year, which will be a neat knickerbocker suit of dark gray. Manager Webster, of the athletic goods and cycle department, says Unions are up with the procession as usual.

THE DEVELINE.

Novelties that are conceived in Attleboro generally attain a world-wide reputation, and when the pigs in clover puzzle was introduced a few years ago a craze was started that lasted for months. The manufacturers reaped a harvest, but the distribution did not equal the circulation already given that notorious pest which was recently conceived by Frank Mossberg in that town, and which has caused no end of trouble all over the United States, Canada, England, and France, says the Providence (R. I.) *Bulletin*.

One night Mr. Mossberg went to New York by boat. It was a foggy night, and as the steamer rounded by Point Judith the wonderful wail of the foghorns at that place made a lasting impression upon his mind. Being a man of genius and engaged in a business where wits and brains are required, he thought that a siren whistle would catch the people. He

Worked Upon the Problem Some Weeks

and finally produced the Develine, a novelty which has caused a craze which is not confined to street urchins. He watched the product of his brain carefully, and months ago applied for three patents covering it.

Then he began to manufacture, and gave employment to a large number at his Attleboro shop. In one day 18,000 were turned out, and when pushed with orders he has a capacity of turning out 25,000 a day. The craze started in England and France first, and already nearly a million nerve shattering and soul harrowing whistles have been sent abroad. A few days ago one made its appearance on the floor of the New York Stock Exchange, and the member who used it in making soothing, unearthly, hideous, and melodious noises was nearly mobbed. The other members caught the craze, and that afternoon fabulous prices were given for them and business was suspended. The members of the 'Change made Rome howl. The same thing occurred at the Boston Stock Exchange a day later.

An Attleboro man bound for Florida stopped at Washington three weeks ago and showed a Develine to a Massachusetts congressman. Two days later Mr. Mossberg's mail was

Loaded with Letters from the Capital.

Senators and congressmen wanted a whistle or two, and gold ones were sent. The closing scenes of the last session of Congress were attended by sounds like sighs of infants and calls which would cause cats to die with envy. The introduction of the pest, so called, in New York has caused many laughable scenes among the policemen. In Chicago and St. Louis as well as in Washington the whistles have caused no end of trouble; and those whose nerves have been unstrung are trying to prohibit the sale of them.

At a recent meeting of the aldermen in Chicago one member said: "A new and fearful pest has just been inflicted on society in the shape of a curious pocket whistle. When a person blows through it the fan revolves with rapidity proportioned to the violence with which he blows, and the note brought out rises in pitch in proportion to both. The name of the thing is Develine, and it is strictly appropriate and well deserved. As a disturber of the peace and

As a Stimulant to Profanity

so completely discounts the locomotive's shriek that it must inevitably supersede it on Fourth of July and other occasions. It is destined to break a great many people's rest, and when first heard to cause hair-raising fright. An ordinance forbidding the use of this whistle after dark seems to be called for."

Mr. Mossberg is waiting anxiously for Chicago's action upon his product. Bands have introduced the whistle and so have opera companies, and one man in Hartford had written a march and named it Develine.

In Pawtucket there is a pious storekeeper who sells novelties. He sells the whistle, but being a church member he refuses to have the word Develine used about his store.

Miles of tubing have already been consumed in the manufacture of these disturbers of the peace.

WASHINGTON TRADE NEWS.

WASHINGTON, D. C., April 1.—Trade keeps right up and every one in the bicycle business looks happy.

The District Cycle Co. are doing an immense business with the Columbias. They also have a large department for second-hand wheels and wheels for hire. Their riding academy is in a most flourishing condition just now.

B. E. Dakin, of New York Avenue, the bicycle detective, has been kept busy the past week looking up several important cases; one, that of William Olden, colored, who stole a bicycle from Edward S. Keyes, a dealer in wheels, from whom he hired the machine. Olden afterward tried to sell it to Mr. Dakin, who, suspecting that it was stolen, notified Detective Helan, and Olden was locked up. He was remanded by Judge Miller to await the action of the grand jury in $500 bonds.

Another case was of a more tragic nature and was also committed by a negro. A sixteen year old boy named Henry Roberts, who was riding on his wheel down Eleventh Street the other evening, deliberately fired several shots from a revolver recklessly into the concrete, and then speeded on regardless that one of the balls had glanced aside and seriously

Wounded a Little Girl

named Lillian Spooner. Although several of the shrewdest officers of the police force were detailed in citizens' clothes to look for Roberts nothing could be seen or heard of him. It only required a short time for Mr. Dakin to locate Roberts, who was quickly taken into custody and locked up at the station house under the charge of assault to kill.

The Columbia Athletic Club is rapidly pushing to the front as regards bicycling, and if it keeps on it will soon rank among the leading organizations of the country. The track of the club in the old Van Ness grounds is now being fitted up for bicycle riding. It is contemplated to offer the advantages of the track to all bicyclists in the district at a nominal rent of $6 per year, which will give the use of the dressing-rooms, and training-room on the track. It is hoped to open the track Memorial Day.

The Adams Express Co., and also the United States Express Co., state that the increase in the shipment of bicycles during the month of February of this year over the corresponding month of last year is very marked.

The most prominent dealers in bicycles at the Capital formed a board of trade last year, to in a measure protect themselves from loss, and to regulate business upon the most systematic basis. The organization has been found so effective, boards of trade are now being formed in other cities, and as prospective members are sending to Washington for the rules governing the organization here, and as these rules have just been issued for 1895, it will be of interest to make a note of them. They read as follows:

Cycle Board of Trade Rules.

We, the undersigned cycle dealers of the District of Columbia, hereby agree to the following: That we will not sell at retail new 1895 wheels for less than the list price.

That we will not sell new 1895 wheels on the installment plan for less than $30 cash, on machines listing at $100 and up, or for less than $25 cash on machines listing from $75 up. Payments in any case not to be less than $10 per month.

That when new wheels are sold on installments, there shall be added to the list price of wheels an amount not less than one-tenth of the total amount of deferred payments.

That in case payments are not made on dates agreed, wheels must be returned to the dealer until payments due are paid in full. After the expiration of sixty days, the said bicycle shall be forfeited to the dealer.

That we will not supply free of charge lamps, bells, or sundries not listed with the machine.

That in no case will commissions be allowed.

That customers offering wheels in trade must produce bill of sale, or prove clear title to the same.

CLINE BROS.,	M. A. TAPPAN,
H. W. HIGHAM,	F. S. CAHILL & CO.,
C. L. PALMER,	H. S. OWEN MFG. CO.,
CHAS. E. MILLER & BROS.,	WILLIAM T. ROBERTSON & CO.,
WASHINGTON CYCLE CO.,	GORMULLY & JEFFERY MFG. CO.,

DISTRICT CYCLE CO.

The Christy Anatomical Saddle.

A. G. Spalding & Bros. have made arrangements to handle the much talked of Christy saddle. The chief merit of the Christy saddle is that it entirely overcomes physicians' objections to leather saddles. It is molded in anatomical conformity to the parts; comfortable cushions are so placed as to receive the bony prominences of the pelvis, and the frame being constructed of metal maintains its correct shape under all circumstances. It can not injure the rider, is perfectly comfortable, practically indestructible, and complete weighs sixteen ounces. Finally, while the horn is long enough to afford perfect security to the rider, it does not interfere in an uncomfortable way with the clothing, a feature of great importance to lady riders. Numerous testimonials from eminent riders and from distinguished surgeons in various parts of the country, who have thoroughly investigated the matter from an experimental standpoint, show beyond a doubt that this is to be the saddle of the future.

A New Chicago Store.

The Stibgen Bicycle Co. is the name of a new Chicago bicycle company. The store is located at 69 Dearborn Street. L. W. Stibgen is president and manager. The firm will handle the American, the Lew Wallace, and the Nilsson, as well as a line of cheaper wheels and sundries.

G. H. E. Hawkins, late advertising manager for the Overman Wheel Co., has gone with E. C. Stearns & Co. and hereafter all the Yellow Fellow ads will be written by him.

IF YOU USE

The Arrow, Climax, or Rex Tires

YOU WILL FIND THEM TO BE

SUPERIOR TO ALL.

ILLUSTRATED CATALOGUE FREE.

MANUFACTURED BY

THE EASTERN RUBBER MFG. CO., TRENTON, N. J., U. S. A.

To convince you of this we would not want to hit you on the head with a bat. One reason is because we could not offer the excuse of the prisoner, who, when he was asked why he had hit a man on the head with such a weapon, replied, "Because he was 'balled' headed." We had rather have you give our tires a trial, then you would believe it.

Mention The Bearings

WATCH THE DIAMOND THIS YEAR.

IT IS THE WHEEL OF WHEELS.

Although very light, they have greater strength than any other bicycle.
Fewer parts and less brazed joints than in any other bicycle proves this.

RIDE DIAMONDS TO WIN DIAMONDS.

LOVELL DIAMOND BICYCLES CAN NOT BE BEATEN.

Bicycles in all sizes, styles, and prices. Largest line.

Illustrated Catalogue for the asking. AGENTS WANTED.

JOHN P. LOVELL ARMS CO., Boston, Mass.

Mention The Bearings.

DETROIT TRADE NEWS.

DETROIT, MICH., April 1.—The people have taken to bicycles in this city in the most enthusiastic manner. The dealers can not supply the demand and wheels for sale will soon be as scarce as money has been during the hard times. People are beginning to see, too, the practical utility of the "steed of steel" in cheapness and quick transportation and 1895 will be noted for the large amount of business done in this direction.

The Detroit Wheelmen's hall was the scene of Hilsendegen's Bicycle Show, which was held three days of last week. The daily attendance amounted to 1,300. Great interest was taken in the exhibits and all apprehension that the show would not draw the crowds was cast aside. Among those who had space were Centaur Cycle Co., Monarch Cycle Co., St. L. R. & W. G. Co., Michigan Wheel Co., Black Mfg. Co., Colson Wheel Co., A. Featherstone, and the Plymouth Cycle Co. There was also a large exhibit of saddles and tires.

A great many dealers sell bicycles on easy terms and this combined with the cut price that is in vogue this year makes it in the power of the majority to purchase.

Very nearly all the leading makes of wheels are represented here and new agencies are being placed almost daily. Though American made bicycles are said to be better than those of foreign build, a market is found for the latter. A pleasant time was spent Wednesday evening at the Cadillac hotel in which Geo. Hilsendegen was entertainer. Covers were laid for twenty-nine representatives of the trade and the press. Speeches were made and congratulations were tendered to "310" on the success of his show.

BENDING HANDLE-BARS.

Many riders have notions peculiar to themselves as to the proper shape or form of the handle-bar; or it may be that an individual's experience has taught him that with a bar of certain curve he can obtain the best results. It is only necessary to look at the handle-bars at any "meet" of wheelmen to be convinced that there is no rule controlling the shape, and also that opinions vary as to the best shape for the purpose, whether racing or ordinary road work.

In order to meet the requirements of the rider it becomes essential to make the handle-bars of exactly the curve he favors. It is, of course, important for the rider to give the maker or repairer a correct idea of the curve he wants. This is commonly done by adopting one of the three following courses: To make drawings showing the curve desired; to send a photograph of a handle-bar like or nearly like what he requires, or to send a wire bent to the right shape.

The first plan requires the services of a skilled draftsman in order that the ideas may be made plain to the one who is to do the work. There is also much liability to error, either in the first making of the drawings or in their subsequent interpretation by the repairer.

A photograph is preferable, but it is not always convenient to obtain one. A picture can be followed very accurately by the repairer, and it possesses the further advantage that slight changes or modifications in the curves can be verbally indicated by the owner with the conviction that they will be readily understood and correctly followed by the workman.

The third plan is undoubtedly the best, since it is the easiest to make and since its use obviates all possibility of error. Ordinary telegraph wire is stiff enough for the purpose. This is cut the right length, bent as may be desired, and handed to the repairer, who, with this guide before him, finds no difficulty in making the handle-bar the same shape.

No trouble should be experienced by the repairer in making a handle-bar of any shape needed. Two ways are at his command: One is to fill the handle-bar tube with rosin and then bend it cold, after gripping it in a vise between soft pine pieces. The rosin which is melted and poured into the tube obviates all danger of buckling. After having been bent the tube is heated to melt the rosin, which is then poured out.

The other plan is to heat the bar in a Bunsen flame to a dull red and then bend over a form. As practiced at the Pope Mfg. Co. this form is made of pine about 1½ inches thick and curved on one edge to conform to the handle-bar to be made. This curved edge is then covered with a strip of asbestos to prevent the burning of the wood by the heated bar. In the center of the curved portion of the pattern is bored a hole to receive the shank of the bar. The bar is heated, 2 or 3 inches at a time, and then bent, step by step, until it coincides with the pattern. The first heat is applied to that part nearest the shank, and from there the alternate heating and bending go on to the end. In this, as in all other instances where it is requisite to bend a tube, extreme care should be exercised not to overheat the metal and not to attempt a too abrupt bend at one heating. Buckling and consequent destruction of the tube may be the result.—*Iron Age.*

It is not generally known that wood rims were introduced and patented on the Lyndhurst bicycle. Four years ago they were used on the path and road, and met with such success that their adoption has become universal. The Lyndhurst has always been a light-weight bicycle and has shown its back wheel to more racing men than any other wheel in the metropolitan circuit. It captured seven official records in '94, all with Class A riders. The factory reports things are very busy, and night work has begun.

The cycle records are as lasting as lovers' promises.

IF YOU WANT A CHEAP BICYCLE OR TANDEM YOU WILL NOT BUY AN EAGLE
WE MAKE ONLY THE BEST
THE EAGLE BICYCLE M'F'G. CO.
TORRINGTON, CONN.

NATURE'S REMEDY

PRESCRIPTION: One ride after rising; 10 miles or more on a SYRACUSE. One ride after dinner on the same mount, and another to settle supper with.

CRIMSON RIMS THREE TIMES A DAY

will knock the tar out of old Dyspeptic, and King Nervousness will fly at its approach. Double the doses if the defects in your health are not immediately remedied.

Northwestern Agents: **Farwell, Ozmun, Kirk & Co.,** St. Paul, Minn.

MENTION THE BEARINGS

$2

$2

Special to Dealers Only.

On receipt of $2, with order, we will ship

One Dozen Steel Wrenches, One Dozen Sunbeam Jr. Chain Lubricant.

These wrenches are made from the best steel, and are most suitable for cyclists' use. Can be carried in a vest pocket. At the price we offer these goods they are as cheap as dirt. Each purchaser who is not satisfied with the goods on receipt, can return same and have money refunded. Stock is limited; order at once.

Julius Andrae & Sons Co., Milwaukee, Wis., U. S. A.

$2

$2

Mention The Bearings

KNOXVILLE IN THE SWIM.

KNOXVILLE, TENN., April 1.—The bicycle business here is on the boom. Business men are buying wheels and the hardware firms have recognized a good thing and are adding bicycle departments. Knoxville is going to have a new track and the fact has set the whole town racing mad. The second annual road race promoted by W. P. Biddle will be run on July 4, and the racing men have begun training for it.

At the next meeting of the city council an ordinance will be passed that will interest wheelmen. It provides that wheelmen must not ride faster than ten miles an hour and that all of them must carry bells. Drivers of vehicles must always drive to the right and give the wheelmen half of the road. The ordinance was introduced by Ald. B. F. Smith, one of Knoxville's most active wheelmen.

Knoxville has a county judge who is an ardent good roads advocate. Judge George Maloney is responsible for the good roads agitation here, and as a result the pikes now extend from Knoxville from twenty to forty miles in every direction. They are all made of good limestone and rolled hard.

TRADE HAPPENINGS.

LEAVENWORTH, KANS.—Christiansen & Burns, manufacturers of the bicycle sled, are reported to be endeavoring to organize a company to form a partnership to increase the capacity of their present business, in which there is said to be large profits and a sure investment. They have appointed C. J. Whipple & Co. Waterloo, Iowa, as their selling agents for the United States and Canada.

EAST NORWALK, CONN.—C. H. Aisthorpe, bicycles, etc., preparing to move into larger quarters now being erected for him. The second floor of the building will be occupied as a bicycle riding academy. A bicycle repairing business will also be conducted.

FORT WAYNE, IND.—Fred Borneman, sporting goods, bicycles, etc., Main Street, reported sold out to John Troatman, who will continue the business.

CARLISLE, PA.—E. C. Bushman has opened new store in the Odd Fellows Building; bicycles.

CALIFORNIA, MO.—R. Kiely, hardware, etc., is preparing to take up bicycles.

WESTBORO, MASS.—The Humber Limited Bicycle Co. has nearly doubled the capacity of its plant recently, and is now running night and day.

ELLISVILLE, MISS.—H. S. Gunn, sporting goods, hardware, etc., intends adding bicycle department, and to that end invites correspondence with manufacturers of bicycles and bicycle sundries.

ANSONIA, CONN.—John McEnery and E. E. Trumpp3ur have invented improved bicycle stand, and are reported to be endeavoring to organize a company to effect a partnership by means of which the invention may be put upon the market.

CRESTON, IND.—The Fuller Hardware Co. has been incorporated by M. E. Fuller, A. R. Fuller, and A. Roy Fuller. Capital stock $50,000. Will take up bicycles. Correspondence with manufacturers solicited.

DABNEY, ARK.—Daniel Abney, hardware, bicycles, etc., new store opened.

BIG STONE GAP, VA.—G. W. Lovell & Co., hardware, etc., will take up bicycles.

BLOCTON, ALA.—J. A. Cates, general dealer, desires agency for bicycle, and invites correspondence with manufacturers.

LINCOLN, NEB.—E. R. Guthrie, bicycles, etc., reported sued on note for $13,678.

GREENFIELD, MASS.—W. S. Clark is putting on the market a new manufacture of liquid tire cement for cementing tires for bicycles having both steel and wood rims.

WELLINGTON, ILL.—Galloway & Son, hardware, bicycles, etc., succeeded by Galloway & Evans, Mr. Galloway, Sr., retiring from the business, and Harry Evans purchasing half interest.

CINCINNATI, OHIO.—The Pickering Hardware Co, have been appointed sole agents for Cincinnati for the Columbia and Hartford bicycles, and bicycles sundries. This department of the business will be under the management of Herrman Bumileer.

CLEVELAND, TENN.—Hall Bros., hardware, preparing to take up bicycles. Solicit propositions from manufacturers of wheels and sundries.

HAVRE DE GRACE, MD.—J. N. Spencer, general dealer, will add bicycles. Desires correspondence with manufacturers.

WINNETKA, ILL.—J. T. Calrow is putting on the market a new bicycle chain lubricant, and is preparing to place advertisement for same.

WASHINGTON, D. C.—Cline Bros., bicycles and sporting goods, agents for the Victor, will remove April 1 to larger quarters at 909 Pennsylvania Avenue, N. W. Their present location being 715 13th Street.

MIDDLEBORO, MASS.—Fayette W. Hayden, bicycles, preparing to open new store.

SPRINGFIELD, MASS.—W. E. Kinney & Co., bicycles, have commenced business, accepting agency for the Rochester wheel.

DOLGEVILLE, N. Y.—W. H. Fabille, bicycles, commenced business, accepting agency for the Columbia and Hartford bicycle, as well as for the Spalding and Credenda wheels.

CALDWELL, TEX.—Wallney & Stokes, harness, etc., thinking of taking up bicycles. Correspondence with manufacturers solicited.

NUNDA, N. Y.—George M. Houghton & Co., bicycles, appointment of receiver reported.

MINDA, N. Y.—Fletcher C. Peck is reported to be organizing a company with a capital stock of $20,000, to establish a bicycle factory.

SALEM, ORE.—H. A. Salisbury, sporting goods, bicycles, etc., assignment reported.

BEAUFORT, GA.—R. H. Allen, harness, etc., invites correspondence with manufacturers of bicycles and bicycle sundries, looking to accepting agency.

CHICAGO, ILL.—Horton, Gilmore, McWilliams & Co., 172 to 176 Lake Street, are putting on the market a high-grade bicycle, which will be known as the Garden City.

LYNN, MASS.—Achorn & Deacon, bicycle manufacturers and dealers, open new store at Nos. 2 and 4 Boscobel Block. The firm is composed of Willard S. Achorn and Samuel Deacon. They handle the Stearns wheel, also the Victor, Fowler, Phoenix, and other leading makes. During their opening evening, 3,000 people are said to have visited their store.

BAMBERG, S. C.—C. J. S. Brooker will take up bicycles. Correspondence invited with manufacturers of wheels and sundries, looking to accepting agency.

FARMERS, KY.—E. A. Bashford, jewelry and bicycles, has removed to Mt. Sterling.

MENOMINEE, MICH.—The Jos. A. Sandburg Cycle Co. has recently started in the bicycle business and would be pleased to receive catalogues from manufacturers of bicycles and sundries.

Bought Out the Braddock Company.

Fee, Hopp & Co., of Chicago, have purchased the machinery, patents, material, merchandise, and good will of the Braddock Hose Supporter Co., of 356-366 Dearborn Street, and will continue the business at the old place. Mr. Fee for the past two years has successfully devoted his energies to introducing and popularizing the goods; and Mr. Hopp, for the same length of time, has had the entire management of the manufacturing department.



VICTOR BICYCLES AND ATHLETIC GOODS

THORSEN CHICAGO

Thorsen Sweaters,
Bicycle Suits,
and
Athletic Clothing
absolutely the
BEST.



The BEST BICYCLE.

The BEST BASE BALL.

The Victor.



THORSEN CHICAGO

THORSEN & CASSADY CO.

141-143 WABASH AVE.,

...SOLE CHICAGO AGENTS...

ASK FOR CATALOGUE (A).

IMPORTANT NOTICE

TO "ORIENT" AGENTS.

7-16 Balls.
Coast Easy.
Never Break.

Triple Steel.
Fork Crowns.
Strongest Made.

The excellent qualities of the ***"Orient"*** have secured such a general recognition from well-posted riders as to place in our hands more business than we can promptly attend to even with our increased facilities. We are, therefore, compelled to announce that ***all orders placed with our agents and ourselves, until further notice, are liable to be delayed in filling from TWO to THREE weeks.*** We also take this opportunity to say that we can not accept orders for ***any but regular stock wheels*** and will undertake ***no special work whatever.*** The above applies until further notice.

5-in. Actual Tread.
Tool Steel
Bearings.

The Waltham Mfg. Co.

Waltham, Mass.

Universal Bar.
Reversible Spr'kets.
Catalogue Free.

Mention The Bearings

I. C. TIRES

CRESCENT TIRES

...TIRES...

For a quality that will stand, free from cheap compounds and imitations, write to the Indianapolis Rubber Co. Prices are right, too.

AGENTS:

M. & M. W. Co., Chicago.
H. S. B. & Co., Chicago.
Goodyear Rubber Co., N. Y.

G. & J. TIRES

O. C. TIRES

Mention The Bearings

THE TRADE IN ATLANTA, GA.

ATLANTA, GA., March 31.—The streets of this flourishing city are not such as would lead the casual observer to think that cycling would flourish to any great extent here. The city is hilly, which prevents the use of much asphalt, while the bountiful supply of granite which is found close at hand explains the almost universal use of Belgian block pavements. The choice residence street of the city is, however, paved with asphalt and affords a delightful three-mile ride, and there are two miles of vitrified brick pavement, to which will be added in the near future about eight miles of chert road. The roads around the city are all clay, and dry quickly on account of the hilly nature of the country, and when in good shape afford the best of riding.

Estimates from the principal dealers place the number of wheels in the city at not less than 2,000, of which number about 400 were sold last season. Previous to '93 there were few wheels in use here, but that year the rivalry between the dealers was so keen that wheels were sold for $5 down and $5 a month. The result was that over 1,000 machines were sold and the profits of the dealers were undiscoverable, even with the aid of a microscope. Last season this disastrous policy was abandoned, and the business is now carried on on a more conservative basis.

The W. D. Gash Co., which formerly did business at Asheville, N. C., under the name of the Edison Phonograph & Typewritter Co., has removed its headquarters to this city, where a magnificent store in the Equitable Building, the finest structure in the city, has been opened. They still have a branch at Asheville in charge of D. S. Gudger. They have the agency for the Stearns for Virginia, North and South Carolina, Georgia, Florida, and Alabama; the Stormer for Georgia, and the Crescent and Luminum locally. They have three men on the road.

The Lowry Hardware Co. are southern agents for the M. & W. tire, and handle Columbias and Ramblers locally, and job a wheel under the name of Piedmont. G. P. Lowry personally superintends the bicycle business.

F. Edward Rolle has charge of the Atlanta branch of the Indiana Bicycle Co. He has sold since opening the store the first of last October over fifty wheels, and says that the Atlanta branch will prove a paying investment for the company. Mr. Rolle formerly was connected with the trade in Chicago, but has been in the south for three years and is well acquainted with southern trade.

The former Chalfant-Pigott Cycle Co. is now the H. J. Pigott Cycle Co. Ned Chalfant left the company to go on the road for the Sterling. The firm handles the Sterling, Victor, and Keating.

In addition to these firms W. D. Alexander does an extensive renting and repair business. C. L. Foote sells the Wolff-American and George M. Folger handles the Union in connection with his typewriter business. Other firms formerly in the business have found competition so keen that they have given up bicycles.

THE TRADE IN CHATTANOOGA, TENN.

CHATTANOOGA, TENN., March 31.—A more delightful place for cycling than this city can hardly be imagined and the fact is well attested by the number of wheels in the town. There are about 1,500 in use, of which number 400 to 500 were sold last season. The most remarkable thing about the trade is the number of dealers. The situation was aptly covered by one of them who said, "There are 30,000 people in the city of whom 17,000 are negroes. For the remaining white population there is a bicycle dealer to each thousand."

The city pavements are divided about equally between brick, asphalt, and granite, and the gravel pikes around the city are magnificent, while miles of splendid road are being laid in connection with the improvements being made in Chickamauga Park.

The bulk of last season's business was done by the Graham Cycle Co., George Morgan, and the Southern Cycle Co. The Graham Cycle Co., composed of L. B. Graham and E. Manlove, handles the Columbia, Rambler, Waverley, Crescent, and Hartford, in addition to typewriters and sporting goods. The Morgan Cycle Co. handles the Munger, Victor, Spalding, and a cheaper wheel as well as Spalding sporting goods. The Southern Cycle Co., Joe Mitchell manager, handles the Falcon and Orient lines. This firm which last year also handled Clevelands, Fowlers, and Sterlings, has been reorganized. Its record last season was 156 wheels. The Kirby Cycle Co. handles the Stearns, Czar, and Sterling, and may add the Fowler to their line. The Chattanooga Cycle & Machine Works, H. Clay Evans manager, handles Unions, Tribunes, Syracuses, and Majestics. F. H. Woodworth & Co. have the Featherstone line but do not seem to have much idea of the bicycle business. Carl T. Painter handles the Imperial in connection with his repair and electric business and George Rice sells Kenwoods; O'Connell & Rogers, Monarchs; Steffner & Sloan, Premiers; while Joe Ticher and two or three others do business in a small way.

Littlejohn & Malone is the style of a new firm at Decatur, Ala., who will handle the Tribune in that locality. The two members of the firm have in the past been rivals on the track and road but now they have joined forces and will not only sell bicycles together but build a half-mile cycle track and boom the sport.

The best machine is the one the wheelman desires.

HAVE YOU DOUBTS?

If so, go to your scientific or mechanical friend and get his opinion. We give the following clipping from a well known New York daily:



Within the last week, a cyclist, having heard so much of the cycloidal sprocket of the Tribune wheel, made up his mind to find out the benefits to be derived from its use over other sprockets, and asked for information of one of the professors in a well-known scientific institution in this vicinity, and was told that for the purpose of reducing friction and for ease of running it was the thing desired, the right thing in the right place; that from a scientific standpoint it surpassed all other sprockets. The foregoing can be verified by James S. Henderson, 165 Greenwich Street, New York.—Ex.

The cycloidal sprocket is unquestionably an advance in the art of making sprocket wheels, and those who wish to lead the procession will do well to investigate its merits. Write for catalogue.

THE BLACK MFG. CO., ERIE, PA.

Mention The Bearings

REGISTERED. 3 TRADE MARK.

"THREE IN ONE" COMPOUND FOR BICYCLES.

1.—**Cleans** a bicycle—chain, frame, wheels, and nickeled parts—in 10 minutes.
2.—**Prevents** sweat of the hand, water, and salt air from **rusting** the **nickel** and **steel**.
3.—**Lubricates Chain** and **Bearings**. It will not gum, collect dust, nor soil the clothing.

Manufactured by **G. W. COLE & CO., New York and Chicago.**

Mention The Bearings Send 5 two-cent stamps for sample in oiler.

"365 DAYS AHEAD OF THEM ALL."

Keating

17 to 23 Pounds



CATALOGUE FREE

FACTORY, HOLYOKE, MASS.

Mention The Bearings

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House **is Headquarters for all Wheelmen....**

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

ILLINOIS CENTRAL I.C. R.R. ROUTE

CHICAGO TO ST. LOUIS

THE DIAMOND SPECIAL

SOLID VESTIBULE TRAIN.

Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing A. H. HANSON, G. P. A. Ill. Cent. R. R. Chicago, Ill.

It's a good thing and you can push it along.

WHAT IS? WHY THE

POORMAN BICYCLE

J. E. POORMAN,

5 WEST FIFTH ST., CINCINNATI, OHIO.

Jobber of Develine Whistles.
Orders filled promptly.

Mention The Bearings

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

To relieve the distressing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

PHILADELPHIA TRADE NEWS.

PHILADELPHIA, April 1.—At a special meeting of the Philadelphia Cycle Board of Trade held at the Hotel Hanover on Friday night last W. M. Brewster, better known as "Pop," was unanimously elected to the presidency. Mr. H. H. Hart, who handles the Columbia and Hartford wheels, was the executive officer of the League, but resigned a fortnight ago on account of ill health. The new president, in company with "Bob" Garden, handles the Victor and Crescent wheels, and has only been established here since the first of the year. Brewster's selection for this office is a good one, for the League has secured a hard worker and one who is bound to make it a success. The other officers are vice-president, Chas. H. Smith; secretary, W. J. Greer; treasurer, Frank Dampman.

The Hart Cycle Co. is selling plenty of wheels these days and judging by the bnsiness done thus far the season bids fair to be an unusually profitable one. It is said on good authority that forty Columbia wheels were sold on last Saturday alone. This is great business when the fact of there being so much competition, especially on "Cycle Alley," is taken into consideration. But this large business does not seem to affect the other houses for all declare that they have as much as they can attend to; and these statements may be accepted as truth. Figuratively speaking

Everybody Seems to be Buying Wheels.

The Crescent wheel is being pushed for all its worth in this city by Garden & Brewster. They are selling it on weekly payments, and thus far the arrangement has proved so popular that the wheels are being disposed of as fast as they are received. Victor wheels are also receiving a large sale at this popular house. R. L. Coleman, president of the Western Wheel Works, was in town Tuesday, and while here transacted some important business with the "G. & B." crowd.

R. J. Walker & Co., successors to Wright & Walker, have a fine display of Eclipse and Wilhelm bicycles at their new stores at Tenth and Arch streets, and thus far have one of the busiest firms in the local cycling trade. The firm carries a full line of sundries and makes a specialty of repairing.

Harry Simmonds, the manager of the Waverley branch, has been proposed for membership in the Cycle Trade League of Philadelphia. Mr. Simmonds is very popular among wheelmen, and his connection with the Indiana Bicycle Co. will doubtless prove of great advantage to that firm.

NEW ST. LOUIS FIRMS.

ST. LOUIS, MO., April 1.—The number of new firms entering the bicycle business this year is something astonishing and it seems as if hardly a week passes without a new firm showing up. In fact the number of firms has about doubled over last season. Of the new firms the St. Louis Cycle Co. is the oldest by a few months. It is located at 1,125 Washington Avenue and handles the Luminum and Falcon, in addition to which it is building a wheel called the St. Louis.

The Hoffman Hardware and Paint Co., at 2,501 North Fourteenth Street; the America and the Bridges Carriage Co., at 1,011 North Broadway, with the Monarch take care of the north town trade and H. Minges, at 1,525 South Broadway, and A. Rauffat, 1,020 South Broadway, look after the trade in the southern end.

The Tidd-Rugg Cycle Co., located at 1,114 Pine Street, is agent for the Wolff-American. The firm is composed of R. M. Tidd and S. L. Rugg. F. H. Woods, formerly with the Knight Cycle Co., is with them as salesman

Hyman & Davis, at 405 West Twelfth Street, handle the March and National. The Geo. K. Oyler Carriage Co., at 405 Elm Street, handles the Bruce, Vassar, Berwick, and Wellesly, and caters to the jobbing trade.

The Crawford Mfg. Co's. branch at 608 North Fourth Street is in charge of R. L. Hill, who was formerly with D. Snitjer. This is also the Columbia agency.

The American Cycle Co., at 1,123 Pine Street, and the Missouri Cycle Co., in the third story of a building near Third and Olive streets, are rather embryo concerns. Of the first named firm Jno. W. Felix signs himself manager, but the store door is always locked; there are no signs up and nothing but a small desk, a chair, and stove in the place. The second named firm is agent for the Globe.

The above list is comprised only of firms that have started up since last season and does not begin to include the blacksmiths, locksmiths, bell-hangers, and electricians who do bicycle repairing as a side line, not always to the joy of the rider.

A new cycle paper has started up entitled *The Pedal*. Jos. N. Weyers is the manager, with Edwin A. Knapp and Annie M. Knapp for editor and associate. All the parties are strangers to local cyclists, but they have made a favorable impression upon all whom they have met.

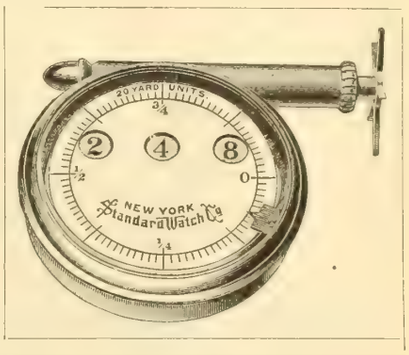
A VALUABLE COMPENDIUM.

The Cyclist's Handbook, issued by the American Wheelman Publishing Co., 23 Park Row, New York, is one of the most valuable compendiums of racing ever published. Just at this time when racing has just begun, and the riders are training, this handbook will prove invaluable. It gives sketches of all the racing men with their modes of training, as well as their records. It also gives information on how to run race meets, with full instructions to all the officials. The price is only 10 cents prepaid, and it should be in the hands of every racing man and lover of the sport. Stamps or silver accepte * * *

It Speaks for Itself.

A Standard Cyclometer was caught in the act of admiring its beautiful white-enamel face as reflected from its Polished-Nickel surroundings. When upbraided for its vanity it said: *"What mechanical device has a better right to be proud? There's no denying my beauty, even down to the cute display-box in which I am sold. Then I am such a long way ahead of the other 'best' in Cyclometerdom—for I begin where they leave off—that I can't avoid the consciousness of superiority, though I call upon my modesty unceasingly. You see I was 'born to the purple' in Mechanic Art, having descended from that great exemplar of Precision, the New York Standard Watch. I am built out of watch materials, by skilled watchmakers, trained to accurate work; and because of its positive knowledge of my merits, the responsible big Watch Company that makes me guarantees that I will stand continuous use throughout the life of my buyer; and so certain is my maker of the strength of my parts that it agrees to repair me without charge, if broken in an accident to the bicycle.*

An unusual guarantee? Well, yes—but then I'm unusual. Do you know that, as a test, I was speeded under steam power for 100,000 miles, and then the motion was reversed and I was run backward for 130,000 miles, and the experts couldn't discover any appreciable wear? And when surprised eyes look at my $2.00 price-mark, I find a new source of vanity in having solved the problem of providing the greatest value at the least cost. I try to be humble, but——"



The New York Standard Watch Co.

11 John St., NEW YORK. 103 State St., CHICAGO.

Pacific Coast Agents: Pope Manufacturing Co., 344 Post St., San Francisco.
Overman Wheel Co., Larkin and McAllister Sts., San Francisco.

Mention The Bearings

CRESCENT BICYCLES

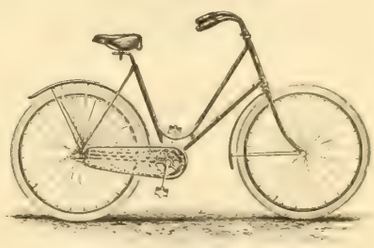
LEADERS FOR '95.



CRESCENT No. 1.

26-inch wheels, 23 lbs., M. & W. or Hartford Tires, high or low frame.

$75



CRESCENT No. 4.

26-inch wheels, 23 lbs., M. & W. or Hartford tires. Daintiest ladies' wheel made.

FOURTEEN OTHER MODELS IN OUR COMPLETE LINE

$15 TO $90.

Reliable agents wanted where we are not now represented.

Catalogue Free.

WESTERN WHEEL WORKS

Chicago. New York.

Mention The Bearings

FISH FOR LENT

is all right so far as your diet goes, but you want a bicycle, and one that will give you no trouble—be you agent or rider.

THE "AMERICA"

is just such a wheel, and (incidentally) inspection coupled with our catalogue "B" will prove it.



INTERNATIONAL MANUFACTURING CO., CHICAGO.

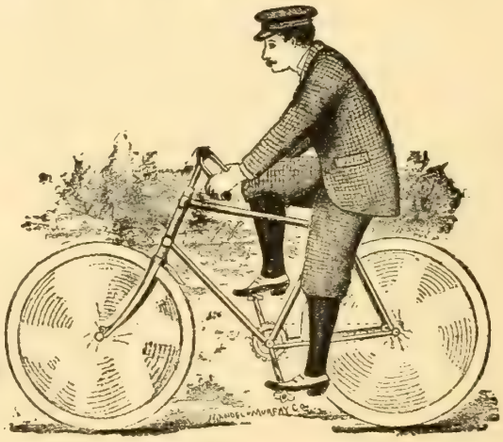
MASON & MASON, West Side Agents.
587 MADISON ST.

J. S. Medary Saddlery Co., La Crosse, Wis.
Agents La Crosse and Wisconsin territory.

MENTION THE BEARINGS

Suits For Half a Million Cyclers

That's what dealers all over the country will be forced to supply this season. Have you a stock of the



R&W Bloomer Suits

Dealers only write for Catalogue.

Sweaters, Hose, Caps and Belts.

ROSENWALD & WEIL, Market & Jackson Sts, Chicago.

MENTION THE BEARINGS.

POST UP ON TIRES

BEFORE SELECTING YOUR MOUNT FOR 1895.

Much advertising don't add merit, nor does it remove snags from the path of an untried article.

You now know enough about pneumatic tires to reason on them for yourself.

FIRST. You want wood rims, of course. Then buy a tire not dependent on inflation for holding it on the rim and you won't be worrying about its blowing out next summer and fall, after these wood rims become air seasoned dried. At present they are only kiln dried. Late this last January they were in the forest waiting for snow to sled the logs to market. As Buckeye tires are not dependent upon inflation for holding them on the rim they will not be affected by that alteration in size which all wood rims must more or less undergo.

SECOND. If you are sick of being annoyed with cement buy a mechanically fastened tire, but see that you get one having the inner tube entirely surrounded by the outer cover to afford a smooth circular wall for the tube to press against. This will prevent the development of internal leaks. For the same reason insist on having an endless inner tube to give free circulation and even pressure of air all around the tire. In Buckeye tires it is not possible to develop internal leaks, and these are the leaks which cause ninety per cent of tire deflations. We know you are in the habit of thinking them to be pin punctures, but they are not punctures at all, and of course in order to find them you must take out about seven feet of inner tube.

THIRD. Buy a tire which you know for a certainty is all right. Such a tire is the Buckeye. During the last two seasons it has earned the reputation of being "a tire free from trouble." It is light in weight and its cost is reasonable; in fact, we are able to sell it to dealers and repairers on a very close margin because it costs but a mere trifle to make good its guarantee, which is as liberal a guarantee as that on any tire.

Buckeye Wood Rims (with Washers) per pair, $2.00
" Road or Racing Tires, complete, with Pump and small Repair Kit, per pair - - - - - - - - - - - 12.50

Liberal discount to dealers and repairers

GENDRON IRON WHEEL CO.
TOLEDO, OHIO.

Mention The Bearings

DON'T BUY A CYCLOMETER

UNTIL YOU SEE THE

••••TRENTON••••

You will then want no other and regret a previous purchase. They will soon be ready for the market. They are **light, durable, handsome, accurate,** and will sell at a popular price. They are fully guaranteed against any imperfection of construction and will be repaired free of charge if injured by accident. What more could you ask? Their merits are worth investigating. Don't overlook them.

Every wheelman should also have one of our 1-5 second timing watches. They are unequaled for the price. Your jeweler can get one for you. Insist upon a "Trenton."

TRENTON WATCH CO.
TRENTON, N. J.

Mention The Bearings

"Perfect bearings mean light draft, and are wings to the rider."

Here's proof of it in the most notable century this year, made on a

JEFFERSON, IOWA, March 24, 1895.

STOVER BI. MFG. CO.:

Gentlemen: Thinking you would be interested in the matter I will report a century run made by me on my 22-pound Phoenix, —— tires, made yesterday between Cherokee, Iowa, and this place. The total distance is 120 miles by cyclometer, but I timed only on the 100 miles. The territory is rather hilly most of the way, and the roads far from good in many places. I had a heavy cross wind to contend with about ⅜s of the distance. Total time for the 100 miles, including all stops, 6 hours and 36 minutes. Of this about 18 minutes were lost inquiring the way, leaving the net time 6:18. I do not know what the Iowa 100-mile record is but think I am away ahead of it. An accident, which only goes to show what a stanch little wheel is the Phoenix, occurred to me in Stenn Lake. As I was passing a team a horse kicked at me striking the front wheel of my bike with such force as to send both wheel and rider sprawling half across the street. No damage further than twisting the handle-bar around and loosening front tire a short distance.

I will venture that this is the fastest century made so far this season.

L. A. STATES,
Worthington, Minn.

PHOENIX

A MODEL OF EXQUISITE GRACE AND GREAT STRENGTH.

AGENTS:

We have yet some territory in which we are unrepresented. Better write today and find out about it. It's money in your pockets.

MANUFACTURED BY

STOVER BICYCLE MFG. CO.

FREEPORT, ILL.

Eastern Branch: 575 Madison Ave., New York City.

LIVING PICTURE, No. 3.

"Trilby Feet==A Beautiful Pair"

Discovered in Chicago



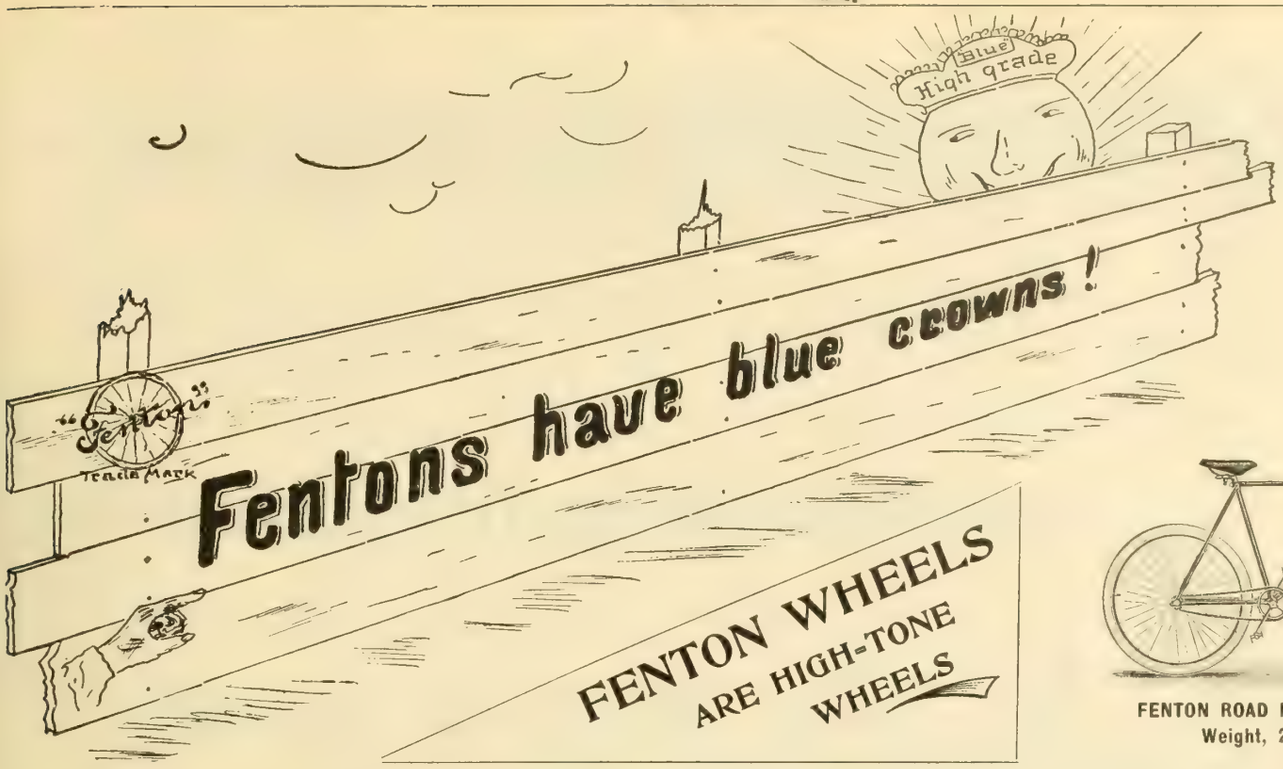
Caught running wild on the West Side.

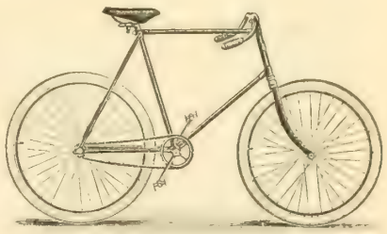
Investigation proved that L. C. Smith Tires "are all right."

Write for illustrated description.

L. C. SMITH TIRE CO., Syracuse, N. Y.

Mention The Bearings





FENTON ROAD RACER, Model 22,
Weight, 20 1-2 lbs.

A. L. DEANE & CO., Denver and Omaha,
Distributing Agents.

DUDLEY BROS. & BLACK, Nashville, Tenn.,
Distributing Agents.

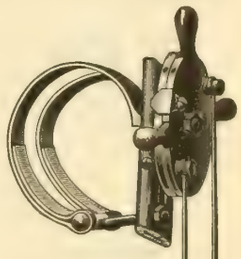
FENTON METALLIC MFG. CO.

JAMESTOWN, N. Y.

Mention The Bearings

The Problem Remains Unchanged





That zephyr bike--glistening in the sunlight.
That faultless '95 diamond frame.
"Them" daisy frictionless hubs.

All these chestnut improvements land you at the top of the hill with a broken back just the same. For "you can't change it."

The "J. & R." Changeable Gear

DOES CHANGE IT.

It gives you two speeds and a coaster. **Is applicable to any bicycle.**
Is neat, durable, and only adds one pound to your machine.

IN ORDERING, STATE—Number of spokes in rear wheel.
Length of rear hub—inside frame.
Size of chain.
Number of teeth you require in rear sprocket.

Price, Applied, $20.

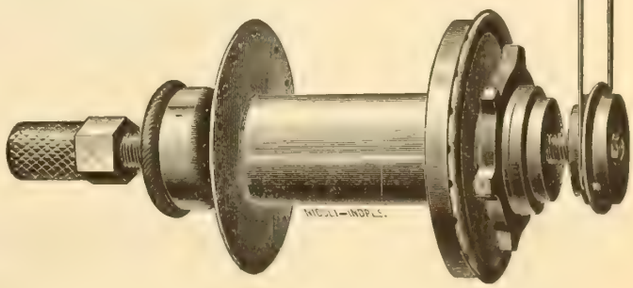
Manufactured by

The McElwaine-Richards Co.

INDIANAPOLIS, IND.

SEND FOR CATALOGUE.

Ask your dealer for it; or if there is no dealer within reach, crate your rear wheel and express to us at NOBLESVILLE, IND., and we will put "J. & R." hub in and allow you expressage one way.



Mention The Bearings

This is the mark made by the tread of "Woven Hose" Tires. It doesn't need a bicycle crank to see the advantages of a tread of this sort over the smooth tires heretofore made. It not only clings—will not slip either way—but it gives a greater resiliency with its 300 air pockets underneath, always in use, than is possible in all other styles. This is an "extra" over all the features which have made these makes so popular, and now recommended by the prominent cycle manufacturers. No bicycle rider will be deceived by last year's testimonials. Here is one brand new sent out by a prominent maker to his agents:

INDIANAPOLIS, March 13, 1895.

The Boston Woven Hose & Rubber Co. are making a detachable tire, and it is the only tire which can be applied to a wood rim without danger of spiltting same, and they have given the best of satisfaction. We would be pleased to have you substitute "Vici's" in all cases where detachable tires are specified. MUNGER CYCLE MFG. CO.

===enough said

It's the 'pebble tread'

BOSTON WOVEN HOSE & RUBBER CO., 275 Devonshire St., BOSTON, MASS.

Mention The Bearings.

Experienced Riders

Will fully appreciate the many exclusive Remington improvements introduced in our '95 models

Viz.: Narrow tread, ball retainers, dust-proof bearings, new pedals, and the most effective adjustable handle-bar ever offered.

PRICES.

Men's,

$100. $90. $75.

26-in. Boys',

$50.



22-lb. Road Racer with narrow tread 4 5-8 in. wide.

PRICES.

Ladies',

$100. $75.

26-in. Girls,

$50.

Dealers are directly benefited and their sales largely increased, by handling bicycles having an unquestioned and well-established reputation. It is so with REMINGTONS. Send for illustrated 95 catalogue free. Agents wanted in unoccupied territory.

Factories: Ilion, N. Y.

Remington Arms Co.

313-315 Broadway, N. Y. City.

Mention The Bearings

THE CHRISTY SADDLE.

THE SADDLE OF THE FUTURE.

RECOMMENDED BY THE MOST EMINENT PHYSICIANS.

THE CHRISTY ANATOMICAL SADDLE.

This saddle is destined to supplant all the bicycle saddles heretofore in use. It is **MADE OF ALUMINUM**, therefore maintains its shape. Can not draw or warp and hurt the rider.

It has a short horn which does not project through between the legs, leaving the trousers of the gentleman and the dress of the lady rider in proper and comfortable position; and there is no chafing of the limbs by having the unusual long horn projecting through between them.

The pads receive the weight of the body, and the open center protects those tender parts that are susceptible to injury.

This saddle has been thoroughly tried, and is already a favorite. For lady riders it has no equal.

The saddle weighs but a pound, and will last the rider a lifetime.

A. G. SPALDING & BROS.,

Factory,	NEW YORK,	CHICAGO,	PHILADELPHIA,
CHICOPEE FALLS, MASS.	126-130 Nassau St.	147-149 Wabash Ave.	1216 Chestnut St.

Mention The Bearings

CHICAGO'S NEW MAYOR

will receive the support of all good citizens in every move calculated to better the city's condition, and if he

WILL RIDE

rough shod over boodlers and bribers, and purify city politics, he will win the gratitude of the entire population.

The easiest, safest, and most comfortable mode of travel known to the world is on

A '95 METEOR

for it is the best bicycle on the market.

METEOR CYCLE Co.,

Formerly made at Battle Creek, Mich. 345 Wabash Ave., Chicago.

Mention The Bearings.

Kalamazoo Baby Carrier



Price, with Board Seat Attachment, $3.00.

Kalamazoo Cycle Co.,

Sole Owners and Manufacturers, - KALAMAZOO, MICH.

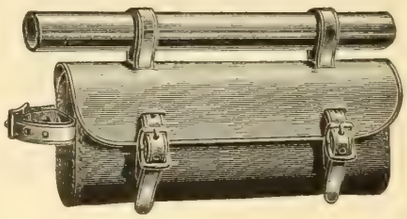
MENTION THE BEARINGS

J. J. WARREN COMPANY,

WORCESTER, MASS., U. S. A.

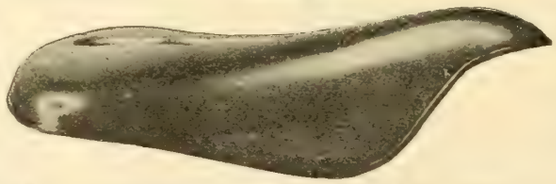
MANUFACTURERS OF
BICYCLE
SADDLE
LEATHERS,
TOOL BAGS,
BELTS, ETC.

SEND FOR
CATALOGUE.



CYCLE
WHISK
BROOM...
6 inches long.

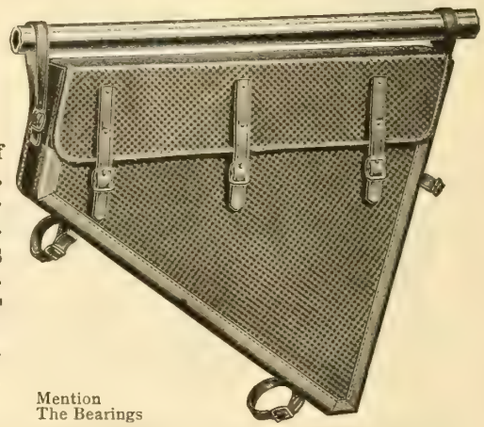




FINE LEATHER and CANVAS GOODS OF EVERY DESCRIPTION

Patented Luggage Carriers.

We are OWNERS of Letters Patent No. 444,642, dated January 13, 1891, LUGGAGE CARRIERS to SET IN and attach to FRAME OF CYCLES.
The public is hereby warned against infringements.



Mention
The Bearings

The Prime Requisites of Cycling

are ease and comfort.

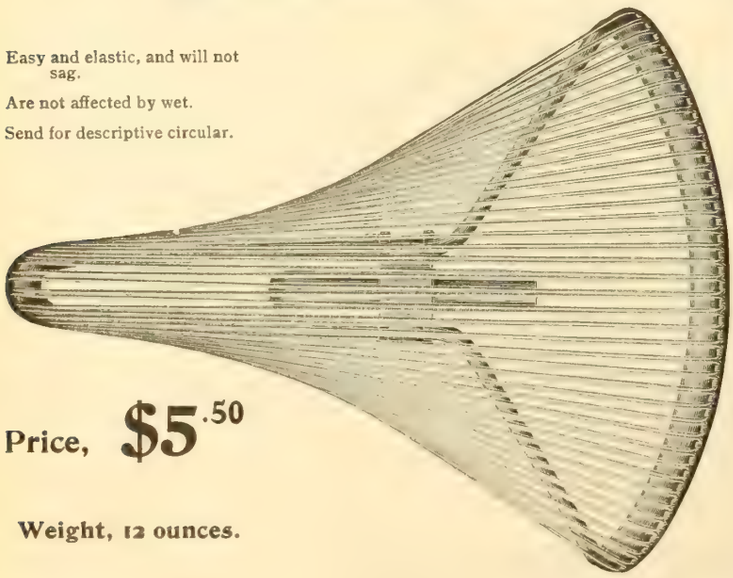
CLIMAX WIRE SPRING SADDLES

produce these desirable conditions.

Easy and elastic, and will not sag.

Are not affected by wet.

Send for descriptive circular.



Price, $5.50

Weight, 12 ounces.

Manufactured by. . . . . For Sale by the Trade

CLIMAX MANUFACTURING COMPANY,

EAST HAMPTON, CONN., U. S. A.

Mention The Bearings

For Tourists, Hunters, Campers and Cycling Parties.



Patented Oct. 16, 1894.

Weight of entire outfit ten pounds.

Can be set up in less than five minutes.

Tom W. Winder will carry a Cycle Tent on his tour of the States.

Bid good-by to hotel bills. Take your summer vacation on a wheel and camp out

CORRESPONDENCE
SOLICITED.



Cycle Tent Co.,

COLUMBUS, O.

Mention The Bearings

A STRICTLY HIGH GRADE CHAIN LUBRICANT T

DEALERS SECURE 1895-AGENCY. It is Sure to Pay You.

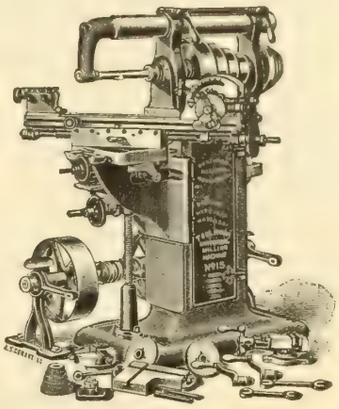
BEST OF THEM ALL. GIVES SATISFACTION. Sample Mailed Free.

BICYCLE CHAIN LIGHTNING CO., P. O. BOX 1568, NEW YORK CITY, N. Y.

Mention The Bearings.

Engine Lathe for Bicycle Repairing

Price $100.



Foot Power, Screw Cutting, Ten (10) Inch Swing, 4 Foot Bed, takes 28 inches between centers.

Complete with 5-inch 3-jaw universal chuck, with 2 sets of jaws, 10 steel lathe tools, large face plate and center rest.

ALSO COMPLETE OUTFIT FOR BICYCLE MANUFACTURING.

HILL, CLARKE & CO.,

156 Oliver Street, BOSTON.

12 & 14 N. Canal Street, CHICAGO.

You have seen a garden hose wound round a reel and noticed that when released it flew back into the position which it was made.

That is, straight.

Now, when that hose was on the reel it was in a strained position.

Strain makes wear.

Flexifort (TRADE MARK) INNER TUBE TIRE.

SEE THE IDEA? This tire is woven to the shape of the wheel. Hence, NO STRAIN.

On receipt of three cents in stamps we will send any bicycle rider a pair of our rubber pedal bands.

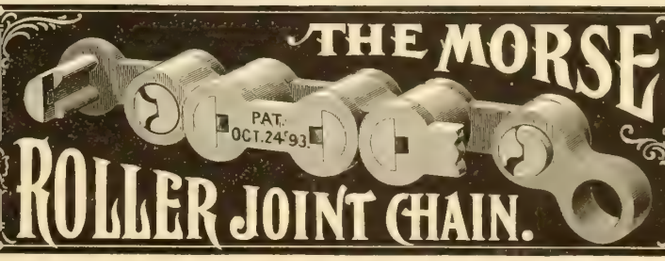
MECHANICAL FABRIC CO.,

PROVIDENCE, R. I.

Mention The Bearings.

-EVERY JOINT- IN IT IS A PERFECT ROLLER BEARING WHICH DOES NOT WEAR NEEDS NO OIL and is FRICTIONLESS

THE MORSE



ROLLER JOINT CHAIN.

The PITCH is not only made TRUE but STAYS TRUE.

MANUF'D BY MORSE SPRING CO., TRUMANSBURG, N.Y.
SEND FOR CIRCULAR.

Mention The Bearings.

When you find timid people who want to learn to ride and are afraid to try, you can catch them every time with

THIS.

The Greatest Wheel Seller On Earth.

Easily Adjusted.

Quickly Detachable.



Very popular and a ready seller.

Promotes the sale of wheels, as it opens up a new field.

Splendid roadster and coaster.

No strain and no dismounting.

Adjusts itself to uneven roads.

THE RIESS COUPLER.

THE BICYCLE COUPLER MFG. CO. - Galion, Ohio.

Special Representatives:

CHICAGO CYCLE COUPLER CO., Chicago, Ill.
THE CYCLE COUPLER CO., Kansas City, Mo.
A. F. SHAPLEIGH HARDWARE CO., St. Louis, Mo.

MENTION THE BEARINGS

DON'T BUY A BICYCLE

UNTIL YOU SEE
THE '95

Puritan

TRADE MARK.

IT'S A DANDY.

MADE BY

O. J. FAXON & Co

3-5-7 APPLETON STREET,
BOSTON, MASS.

Write for catalogue.

Mention The Bearings

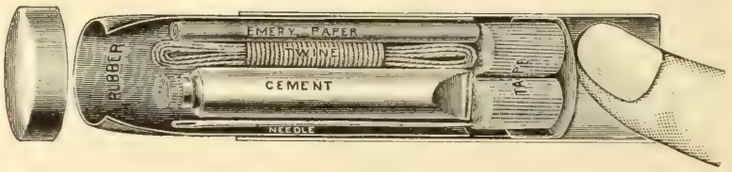
MANUFACTURERS and DEALERS

Do you believe in modern ideas and liberality?
If so, we can show you the most
up-to-date

REPAIR OUTFIT

on the market.





Send for Samples and Discounts.

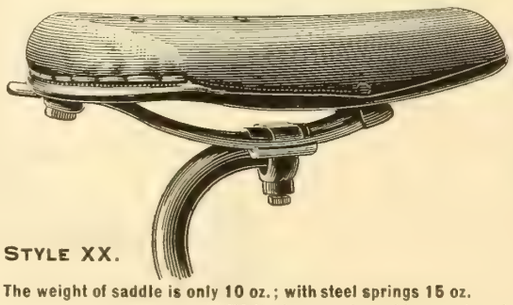
MASON & MASON,

587 W. Madison St., CHICAGO.

Mention The Bearings — Manufacturers of SOUDAN BICYCLES

YOU WILL FOREVER REGRET IT,

If you are looking for the easiest-riding saddle ever made, if you don't investigate our



Rattan Saddle

STYLE XX.

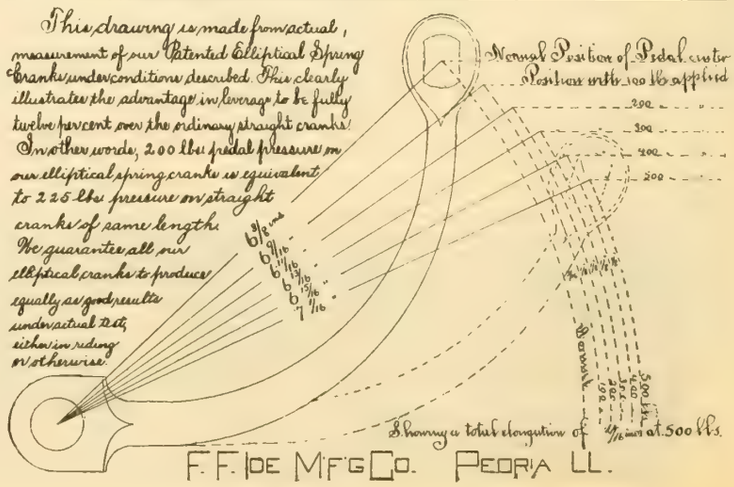
Covered with russet and calf skin. Springs and cantles are made from the best hickory wood.

The weight of saddle is only 10 oz.; with steel springs 15 oz.

Write for sample and be convinced.

MESSINGER BROS., 177½ East 87th Street, NEW YORK.

Mention The Bearings



THE L&W BELT TRADE MARK

Comfort

Bicycling is rendered absolutely comfortable by wearing the

L. & W. BELT.

This device, fitted to the trousers, adds to the wearer's comfort. No pressure at the waist as from the leather belt, and trousers always in place.

Zimmerman, Wheeler, Butler,

and other well-known wheelmen wear and recommend the belt. Send for circulars.

The L. & W. Belt patented April 17, 1894.

Manufactured and for sale by

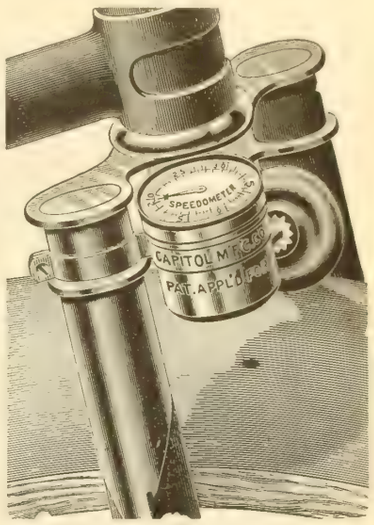
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Mention The Bearings

CAPITOL SPEEDOMETER

MADE OF ALUMINUM.

Gives the speed in miles and fractions. Is fastened to fork below head, where it can be easily read at highest speed, and where mud can not reach it.



ABSOLUTELY RELIABLE
DURABLE
DUST AND WATERPROOF

Positively no wear on tire.

WEIGHT, 3 OZ.

PRICE, $3.50.

SATISFACTION GUARANTEED.

Will be ready for delivery May 15. Orders booked now.

CAPITOL MFG. CO., Chicago, Ill., U. S. A.

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Heath Ball Valve Pump and Universal Coupling

THE STANDARD
BICYCLE PUMP
THE WORLD OVER.



Do not accept some other pump "just as good as the Heath," but insist that you get what you pay for and not some inferior, infringing pump that costs you as much or more money.

Order from your jobber, and if he will not supply Heath Pumps, write direct to the sole manufacturers,

S. F. HEATH CYCLE CO. MINNEAPOLIS, MINN.

New England Agents—ELASTIC TIP CO., Boston.

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BICYCLE SUNDRIES

We are NOW prepared to furnish THE TRADE with Bicycle Sundries at lowest market prices.
Send for illustrated catalogue.

Hartley & Graham,

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In EVERY respect

THE BEST

ADRIAN, MICH., March 13, 1895.

THE ST. LOUIS REFRIGERATOR & WOODEN GUTTER CO.,
St. Louis, Mo.

Gentlemen: My son and I have given the Lu-Mi-Num a good trial here during the past year. It is the easiest running and in every respect the best wheel I ever saw, and I should judge the '95 pattern is still better.

Yours truly,
(Signed) W. E. JEWETT.

What more could you ask, dear friend?

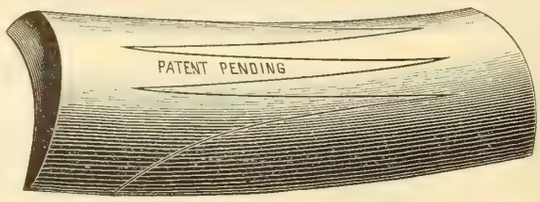
St. Louis Refrigerator & Wooden Gutter Co., St. Louis, Mo.

Catalogue is FULL of useful information. Mention The Bearfngs

FAIRBANKS WOOD RIMS

ADOPTED BY AMERICAN AND
EUROPEAN CYCLE MANUFACTURERS
WHO USE

ONLY THE BEST.



Ridden by champions of the world on path and road, winning more races and places than all other rims. Made in all sizes for all patterns of tires.

THE ORIGINAL VENEERED RIM.
THE BEST ONE PIECE RIM.

Fit your wheels with them in '95 and keep in line.

FAIRBANKS WOOD RIM CO.

5 and 7 Appleton St. - - - BOSTON, MASS.

GEO. S. MACDONALD, 10 Barclay St., New York City, N. Y.
Special Sales Agent.

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"NONPAREIL" BLOOMER SUIT,



THE ONLY SCIENTIFICALLY AND GRACEFULLY CONSTRUCTED BLOOMER SUIT IN THE MARKET.

We make these suits in a great variety of materials and styles at all prices.

The leading houses of the country are now handling these suits.

Send for Illustrated Catalogue and Price List.

M. NEWMAN & CO., 199 & 201 Van Buren St., CHICAGO.

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THE "BI-GEAR"

. . . as its name indicates, is a double ratio gearing for bicycles, instantly changeable from one ratio to the other, adding but one pound to the weight of a high-grade bicycle—is compact, strong, desirable, frictionless reliable, and almost unnoticeable.
The above accurately describes the **BI-GEAR.**

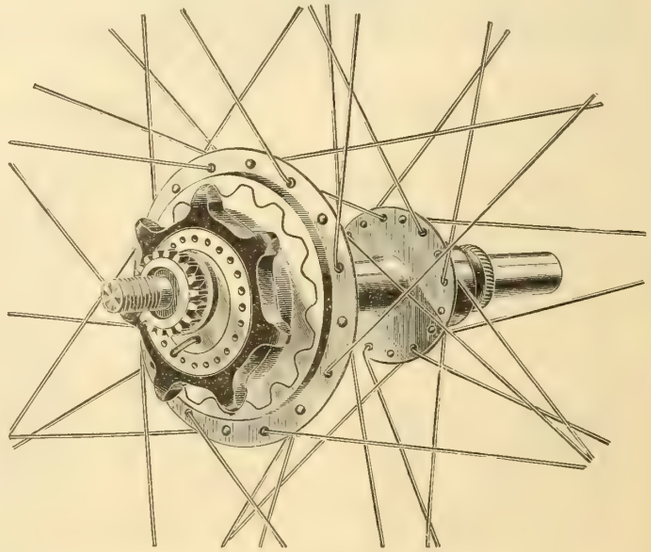


FIG. 1.

DESCRIPTION.—Fig. 1 shows the **BI-GEAR** in high-speed position. The sprocket wheel is in clutch with the hub of the rear wheel and both revolve at the same speed Fig. 2 will show low-gear position next week.

What are the essential requirements in a successful change gear?
FIRST—It must be exceedingly light. SECOND—It must be simplicity itself. THIRD—It must be easy to operate. FOURTH—It must be operated without dismounting. FIFTH—It must be noiseless and smooth in action. SIXTH—It must be practically frictionless. SEVENTH—It must be strong and durable. EIGHTH—It must not disfigure the machine. NINTH—It must not get out of order.

Where can such a device be found?
By addressing . . .

The Brown-Lipe Gear Co., - Syracuse, N. Y.

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B

GLOVE-FITTING LEGGINGS

Made to Order, and to Fit.

Dealers, our prices will interest you, as will our illustrated catalogue.

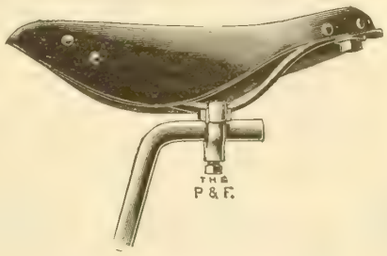
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THE **P. & F.**

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Liberal Discount to the trade.

Sample Saddle on receipt of $1.50.

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Rochester Cycle Manufacturing Co.

Rochester, N.Y.

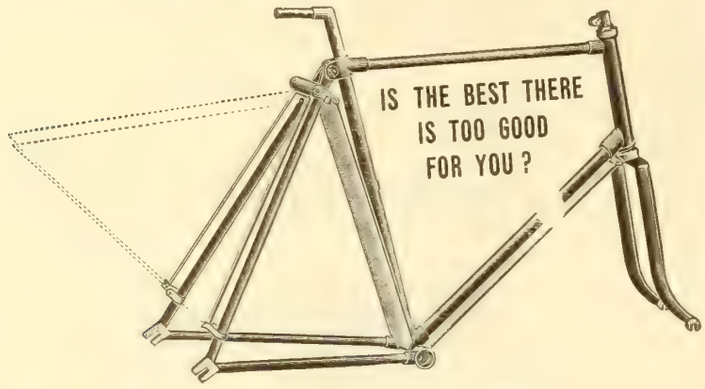
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SHONE'S (Perfected) AUTOMATIC MUD GUARD. Patented Nov. 28, 1894.

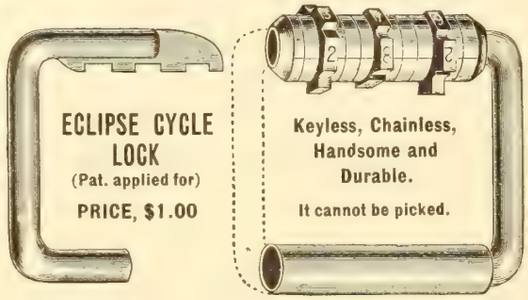


THE ONLY GUARD THAT ROLLS UP ON THE WHEEL.

LIGHT, HANDSOME, AND DURABLE. Price, $3.00 per set.



One dozen sticks in showcase display box.



For liberal discounts, catalogue, and electrotypes write to

The HALL-SHONE CO.

Bicycle Mud-Guards and Sundries....

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Bicycle Clothing

MAKERS OF THE RENOWNED

Stuart Bloomers

TRADE MARK REGISTERED

For Ladies' Wear.
Elegance and Comfort Combined



WIN INSTANT ADMIRATION!

OUR $6 AND $8

Men's Suits

Made from New and Nobby Cloths are the

CORRECT THING

Sold by prominent cycle houses from ocean to ocean. If your dealer does not have them, send 10c. postage and we will mail you sample cards of cloths, prices, self-measuring blanks, etc., to be refunded on first order.

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Send stamp for Catalogue.

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STRENGTH,
RIGIDITY,
LIGHTNESS.

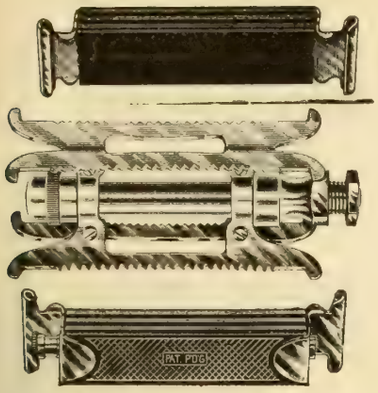
Did you notice our new Chain Adjustment?

Send for our new Catalogue.

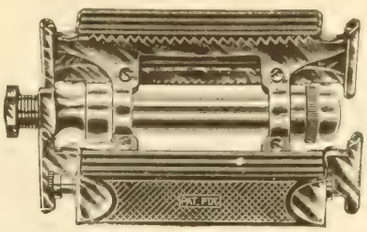
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A COMPLETE COMBINATION.

You want the best. We have them. Specify the INDIANA PEDAL, weight 12 oz. per pair. Every dealer in America can obtain them if orders are placed **at once,** from

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THERE ARE SADDLES, BUT
NO BETTER SADDLES THAN

HUNT SADDLES.

HUNT MANUFACTURING COMPANY,
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—ARE—

"The Best in the World."

SIMONDS ROLLING MACHINE CO.,

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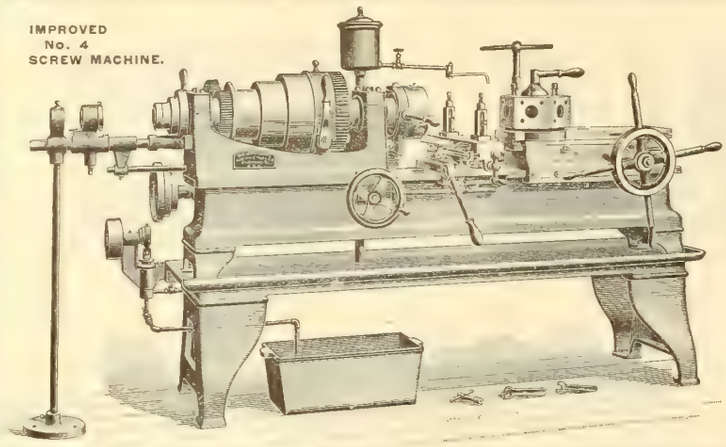
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No. 4
SCREW MACHINE.



BICYCLE MACHINERY

Our line includes the latest improved Screw Machines, Milling Machines, Turret Lathes, Engine Lathes, Drill Presses, Shapers, etc.

Write us.

The Lodge & Davis Machine Tool Co.

Works: CINCINNATI, O., U. S. A.

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JOHNSTON TWO-SPEED WHEEL

One turn of a lever changes your gear from high to low, or the reverse, immediately.

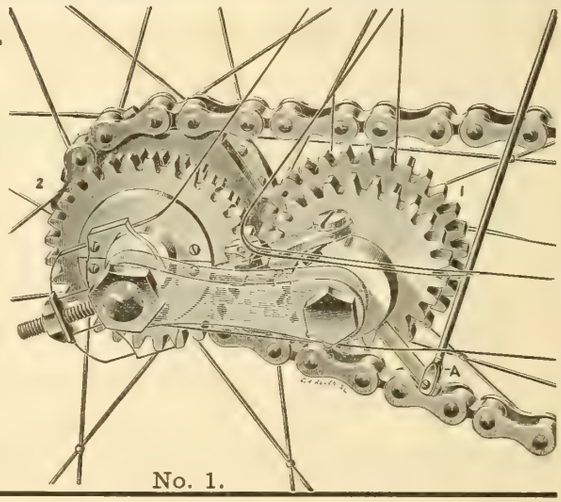


It is possible to ride a much higher gear with this attachment than could be done without it. Any combination of gears can be furnished (weight 15 oz.).

This cut shows the gears out of action. It will be seen that when the lever A is at the lowest point, gears No. 1 do not come in contact with gears No. 2, so there is no additional friction, the wheel being the same as any ordinary wheel, the gears remaining idle.

Look for cut No. 2 next week.

154 Congress Street, BOSTON.



No. 1.

HAVE YOU SEEN THE

1895

ARROW

IT IS A BEAUTY.

WEIGHT, 19 LBS., AND RUNS WITHOUT AN EFFORT.

Here is the chance of a lifetime for good, live, hustling State agents. Our discounts are liberal. Send for our catalogue.

CENTURY CYCLE MFG. CO. - SHELBYVILLE, IND.

H. T. CONDE IMPLEMENT CO., Indianapolis, Ind., State Agent.

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THE **1895** # Hoffmans

Are the Handsomest, Strongest Light Wheels ever produced.

5¼-in. tread; triangular reinforced frames throughout, to be had only in our make of wheels. This makes the frame more than double as strong as an ordinary frame. It does not increase the weight any, as it enables us to use lighter gauge tubing on the outside, making a double tube frame with one set of forgings.

If you wish to increase your business you can do so with our wheel. Three styles—No. 7, Road Wheel, 20 to 22 lbs., price $100. No. 8, Racing Wheel, 16 to 19 lbs., price $125. No. 9, Ladies' Wheel, 20 to 22 lbs., price $100.

See our goods before placing your contract for 1895, as it will be to your interest to do so.

Catalogue sent on application.

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CAN YOU AFFORD

to have your competitor make his hubs on

Our Form Turning Machine

At the rate of

80 to 200 Hub Blanks per day

While you are getting out half that amount? We think not.

Write for photograph, descriptive circular, and prices.

THE GARVIN MACHINE CO.

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LAIGHT AND CANAL STS., NEW YORK CITY.

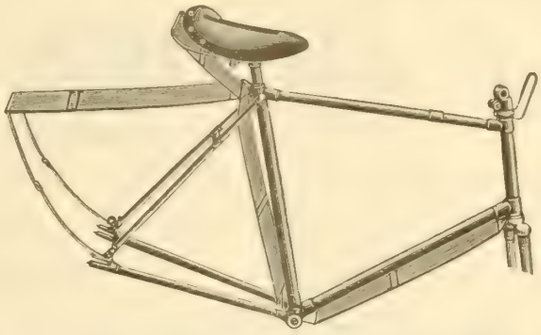
THE "PERFECT" MUD GUARD.

Price, $2.

3 inches.
A detachable folding waterproof guard.

Weight, 6 oz.

Same guard in sections for use on tandems. Entirely new.





PATENT APPLIED FOR.

The Adjustable Spring Toe-Clip.

The only safe toe-clip to use.
The racer is a sure winner.
The ladies not forgotten,
It is a beauty.

Manufactured by

JOHN R. EDWARDS, JR.,

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THE "AKRON"

Chain Lubricant.

PRICE TEN CENTS.

Undoubtedly the best lubricant on the market regardless of price. Live dealers will find it to their interest to correspond with us. Samples mailed for 10 cents.

AKRON CHAIN LUBRICANT CO., Akron, Ohio.

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THE

Quincy Home Trainer and Teacher

Adjustable to any size wheel or axle.

By inserting rear wheel of bicycle in upright standards and adjusting nuts, tire is held firmly on ball-bearing roller, wherefore the weight of the rider will furnish friction, which can be increased or diminished by adjusting telescoping slides and securing the collars by turning up bolts.

JUST THE SAME AS ROAD RIDING.

A Cyclometer can be attached to rear axle.

Price, with stand for front wheel, $10.



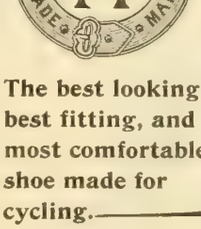
QUINCY CYCLE CO.

QUINCY, - - MASS.

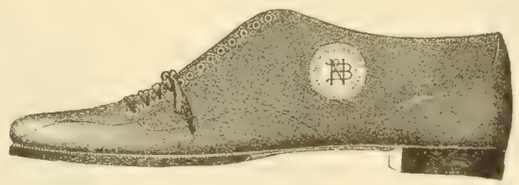
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The Regulation Shoe



The best looking, best fitting, and most comfortable shoe made for cycling.



Made in Men's, Boys' and Ladies'. Dealers send for catalog.

Manufactured by **NORMAN & BENNETT, Boston.**

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Noxall Tire Cement

Will hold your tire on wood or steel rims.

Send for sample and prices to

Corfe & Duff,



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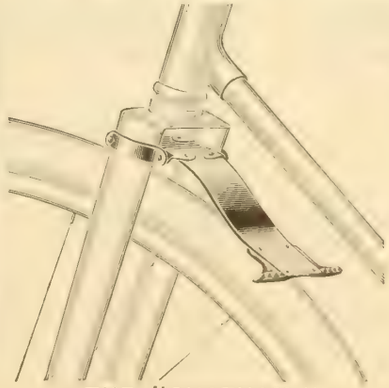
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Brakes and Cycle Fittings Generally

Write for 28-page catalogue,
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THE "CHATHAM."

The "CLIP," price, each, - $1.50

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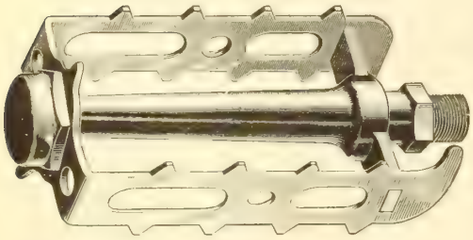
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WILL HAVE THEM AGAIN.

James Cycle Importing Co., = = = 103 Adams St., Chicago.

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SOMETHING NEW

And what every Cycle Maker wants.



A PEDAL THAT IS
REALLY AN INNO-
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BEING A FREAK.

SPAULDING MACHINE SCREW CO., Buffalo, N. Y.

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HAND PUMPS, FLOOR PUMPS,
FOOT PUMPS, POWER PUMPS,

CYCLONES ARE BEST

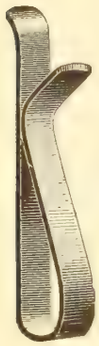
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The Best, Lightest, and Most Practical.



MADE OF THE

Best Tempered Spring Steel.

Will not bind on the ankle or rust trousers.

Send for sample pair by mail, 10 cents. Write for discount. Sold by all dealers in bicycles and sundries.



Patent applied for.

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WE MAKE THE HIGHEST GRADE

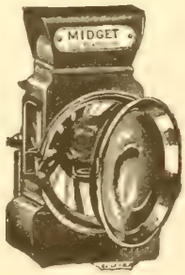
And you should see it before placing your order for any other.



Send us a sample order and be convinced.

J. & H. Duckworth, Springfield, Mass.

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GEO. PEARCE CO., 10 Barclay St., NEW YORK.

AMERICAN CYCLE LAMPS,

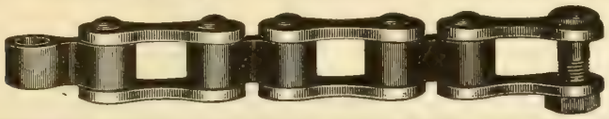
ZIMMERMAN SADDLES, ZIMMERMAN TOE CLIPS.

Factory, FREEHOLD, N. J.

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The manufacture of **CYCLE CHAINS** is not a **side issue** with us. **It is our sole business** and that is why ours are

The Standard Chains of America.



We have the ONLY PRACTICAL HARDENED RIVET MADE.
It will pay you to investigate it.

Indianapolis Chain & Stamping Co.,

Largest Factory In the World....

First in America, **126-128-130 W. Maryland St., INDIANAPOLIS, IND.**

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NO BELT NECESSARY.



THE PEERLESS BICYCLE PANT

Stays in position without the inconvenience of a belt. It is made on scientific principles which give freedom to all muscular action, and is a model of ease and comfort. Territory open for agents. Write for catalogue.

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Makers and Designers of Bicycle Uniforms,
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GARDINER FOOT PUMP



A '95 Foot Pump with Pat. Universal Coupling.

Dimensions of Pump: Barrel 15 inches long by 1 1-2 inches in diameter. Our Pat. Universal Coupling will fit any valve perfectly, and can not get out of order.

WHO CAN AFFORD TO BE WITHOUT ONE.

Retail Price, $1.50

Liberal Discount to the trade.

GARDINER PUMP CO.

Box 266, WORCESTER, MASS

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Order quickly if you want these goods in season.

STERLING SWEATER

FOR THE

Wheel, Tennis, Boating, Outing.

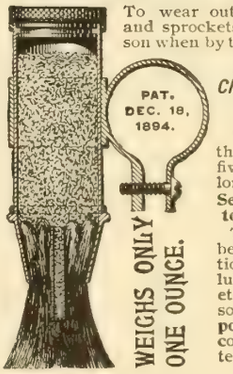
The girls will have them. Standing or sailor collars. All colors. Sizes 32 to 40 bust. The biggest seller made this year. The **Sterling Sweaters,** for ladies, men, and boys, have patented features and improvements which dealers say make them the best-selling sweaters ever offered.

DIMICK & AUSTIN,

78 CHAUNCY ST.,

Mention The Bearings **BOSTON.**

YOU CAN'T AFFORD



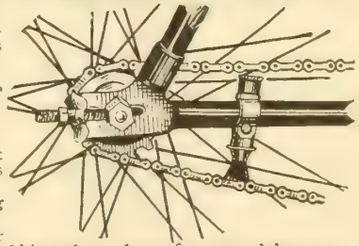
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To wear out your chain and sprockets in one season when by the use of this

Automatic Chain Cleaner and Lubricator

they will last five times as long.

Self-Adjusting to any wheel.

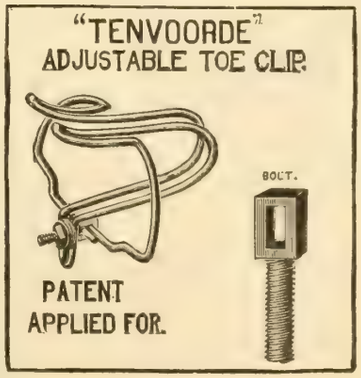


The cylinder being loosely held in a sleeve, has a free up-and-down motion, through its contact with the chain, thus feeding the lubricant onto it and at the same time removing all dust, etc., therefrom. Can be refilled while on wheel. Handsomely nickeled and polished. **Price 50 cents by mail, post-paid.** (Give diameter of rod to which attached.) Discount to agents and dealers. Descriptive circulars and testimonials upon application.

FURBUSH MANUFACTURING CO.,
Box 594. Minneapolis, Minn.

Mention The Bearings

To Riders in General



The Only Adjustable Toe Clips that are Adjustable to the Foot and Pedal; are in great demand, and riders all want them. . . . Dealers who are not handling them will soon be in line. If your dealer does not handle them send 75 cents to S. TENVOORDE, St. Cloud, Minn., and get a pair by return mail.

To Dealers and Jobbers

A LIBERAL DISCOUNT.

The Tenvoorde Adjustable Toe Clips need no talking. They sell themselves. When riders see them they have to have them. Get in line and send your order to

S. Tenvoorde,

ST. CLOUD, MINN.

MENTION THE BEARINGS.

Kozy

Baby Seat and Luggage Carrier

Light, Safe, Comfortable.

Price, $2.50.



To try it means to buy it.

Dealers, write for discounts.

GEO. HILSENDEGEN, Manufacturer, Detroit, Mich.

Mention The Bearings

A New Finished Frame—Large Tube, Weights 6 1-2 to 8 lbs.



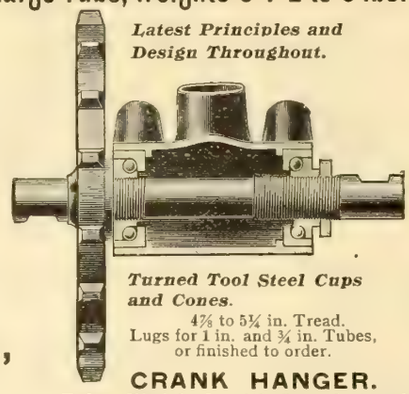
HEADS.

Trade Price:

As per Cut, $3.25 net.

Head Parts, nickel-plated, 7 pieces, per set, $1.50 net.

Latest Principles and Design Throughout.



Turned Tool Steel Cups and Cones.

4⅞ to 5¼ in. Tread.
Lugs for 1 in. and ¾ in. Tubes, or finished to order.

CRANK HANGER.

Price, Finished, with Sprocket and Cranks, nickel-plated, complete,

$5.50 NET.

M. & M. W. CO.,

10 to 24 W. Water Street,
CHICAGO.

SEND for our new, complete catalogue, free.

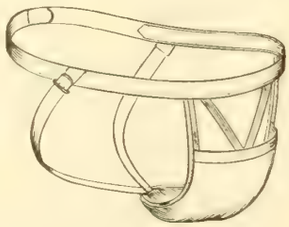
Mention The Bearings

THE DAVIS SUSPENSORY

Have you seen it?

Ask your dealer for it.

If he does not keep it, send to us and get one.



It prevents "chafing," and is "The Bicycle Rider's Friend." Use it once, and you will never be without it.

Sack is made of silk and never gets out of shape. Sack made in three sizes—small, medium, and extra large. In ordering give waist measure and size of sack desired.

Price, Lisle trimmings, $1 each; Silk trimmings, $2 each.

[Postpaid on receipt of price. Stamps not taken.

We also manufacture a full line of Gents' Bicycle Hose Supporters and the Hopp Skirt Holder.

DEALERS, WRITE FOR PRICES.

FEE, HOPP & CO., 358-366 Dearborn St., Chicago,

SUCCESSORS TO THE BRADDOCK HOSE SUPPORTER CO.

T. W. VAN TUYL, Petrolea, Ont., Sole Agent for Canada.

Mention The Bearings



Mention The Bearings.

CATALOGUE IT

WHAYNE'S Foot Brake

Lightest, Cheapest and Best Brake Made.

Weight, 5 oz. Never out of order. No rattle. Very effective. Will fit any wheel. Can be put on or taken off in one minute. Made of spring steel. Every rider wants one. PRICE, 75 CENTS. PER DOZEN, $4.50. Special to Manufacturers and Jobbers.

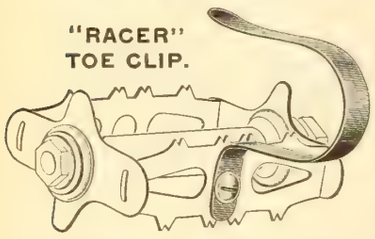
R. C. WHAYNE,

Manufacturer,

560 Fourth Ave., Louisville, Ky.

The Original Racer Toe Clip

"RACER" TOE CLIP.



We are in position to manufacture these cheaper than any concern on earth.

Jobbers and dealers will find it to their advantage to get our quotations before purchasing elsewhere.

ELECTROS FURNISHED ON APPLICATION.

LEMONT & WHITTEMORE CYCLE CO.

638 MAIN ST., WORCESTER, MASS.

Mention The Bearings.

WANTED

500 to 1,000 Bicycles

1894 MODELS, OR OTHERS,

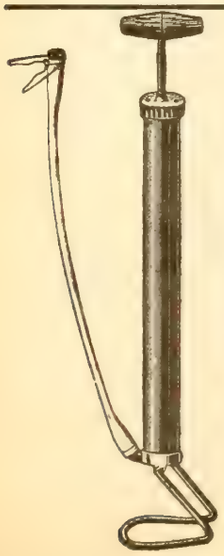
AT

RIGHT PRICE. SPOT CASH.

L. C. JANDORF & CO.,

Mention The Bearings

57 PARK PLACE, N. Y.



All Bicycle Riders need a good, effective, and Powerful

PUMP

FOR USE AT HOME.

This is the BEST, LIGHTEST, AND MOST EFFICIENT PUMP MADE.

The universal fastening fits any of the best known valves. Union and nipple connection furnished when preferred. **Price $2.00, express paid.**

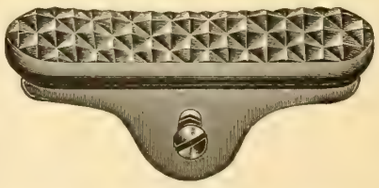
W. S. FRAZIER & CO.,

Mention The Bearings

AURORA ILL.

REDUCTION IN PRICE!

THE CURTIS ADJUSTABLE PEDAL RUBBER



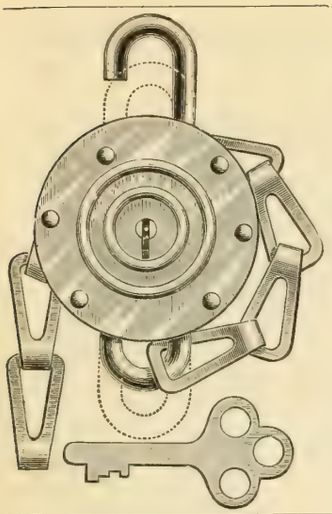
Thousands of them sold already. One of the nicest things ever invented.

$1.00 PER SET OF FOUR.

With screws to hold them on. Sent post paid on receipt of price. Will fit any rat-trap pedal with straight plate.

The Reed & Curtis Machine Screw Co., Worcester, Mass.

Mention The Bearings.



THE

SMITH & EGGE MFG. CO.

BRIDGEPORT, CONN.

Manufacturers of the

Self-Locking Cycle Lock

Weighs less than two ounces. Very strong, and practically unpickable. Nicely nickeled. Ask your dealer for them or send us 50 cents for sample.

Mention The Bearings

CUTS

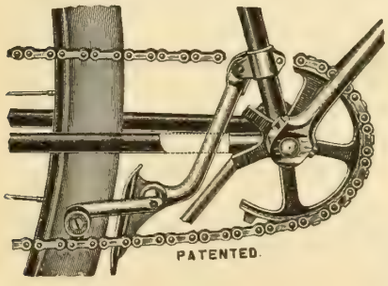
WE MAKE THEM,—ALL KINDS, ALL SIZES, ALL PRICES,—BY EVERY KNOWN PROCESS.

WE CAN ILLUSTRATE ANYTHING

SEND FOR SPECIMENS AND PRICES. WRITE US ANYWAY, AND GET POSTED.

BEHRING ENGRAVING CO.
318 DEARBORN ST.
CHICAGO.

Mention The Bearings.



NO RIDER

can afford to go without this brake.

COMFORT, ECONOMY, SAFETY
ALL DEMAND IT,

It is Automatic and as quick in action as thought itself.

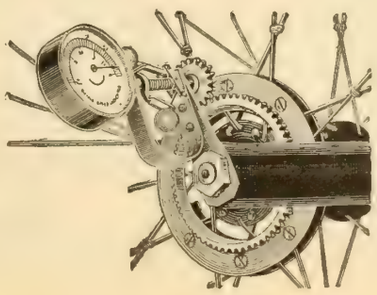
BAILEY MANUFACTURING CO.
207 S. Canal St., CHICAGO.

Mention The Bearings

The Gem Bicycle Speed Indicator

Or Automatic Pacemaker.

Indicates the speed on bicycles or sulkies from four to one and one-half minutes. Weighs 4 oz. Noiseless and accurate, and especially adapted for training. Directions contain full information how to test it when not in use. Send for circulars. Discount to dealers.



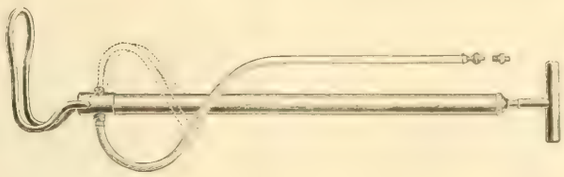
American Indicator Co.
Lawrence, Mass.

Manufacturers of The Little Gem 10,000-Mile Cyclometer. Retail, $1.75.

Mention The Bearings

DID IT EVER STRIKE YOU

That if you could buy a



First-Class Floor Pump for 75c.

you would invest? Here is your opportunity of a lifetime. No such value ever before offered. Only a few left.

We also manufacture TOE CLIPS, DETACHABLE LAMP BRACKETS, REPAIR OUTFITS, PEDALS, WOOD RIMS, all kinds CEMENTS and CYCLE SUNDRIES. We quote you lowest prices.

DODSON MFG. CO.

233 E. RANDOLPH ST., - - - - CHICAGO, ILL.

Mention The Bearings

Revolution in Mud Guards.

Weight dispensed with.

The Beverly Mud Guard

IS MADE OF PURE TRANSPARENT CELLULOID.

Is the lightest (only 4½ ounces), most handsome, neatest, and most practicable. No sale for any other where this is shown.

WHY NOT HANDLE IT AND SECURE THE PROFIT? WRITE AT ONCE FOR PARTICULARS. PRICE $2.25. LIBERAL DISCOUNTS.

ADDRESS **F. S. WATERS & CO.**

Mention The Bearings — 155 W. WASHINGTON ST., CHICAGO.

"FIRST IN AMERICA."

The fact that

Shelby  Tubing

is used almost exclusively by

AMERICAN BICYCLE MANUFACTURERS

is sufficient guarantee of its superiority.

"Largest and Best in the World."

The Shelby Steel Tube Co., ... Shelby, O.

MENTION THE BEARINGS.

BARNES' IMPROVED

BICYCLE WRENCHES.

Our wrenches are light, strong, neat in appearance, and the most convenient for use of any in the market. They are finely finished and nickel-plated. Weighs from 4¾ to 7 ounces. '94 resembles '95, but is lighter.

SEND FOR CIRCULAR.

Barnes Tool Co.,
P. O. Box, 241,
NEW HAVEN, CONN.



'92 PATTERN.



'93 PATTERN.

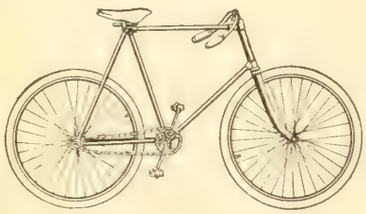


'95 PATTERN.

The . . . Superiority

of the Warwick is fully demonstrated in a coasting race. It wins every time. This has been

Positively Proved



and evinces the speed-producing qualities of the Warwick, due to its **Dust-proof Bearings** and **Perfection** in construction.

It is the wheel that's "Built on Honor." Vermilion is the color of its rims.

CATALOGUE MAILED FREE ON APPLICATION.

Warwick Cycle Mfg. Co.,
Makers,
Springfield, Mass.

Thompson & Son, Agents,
255-257 Wabash Ave.,
Chicago, Ill.

Mention The Bearings

YOU NEED THEM EVERY DAY.

PERFECTION SUNDRIES.



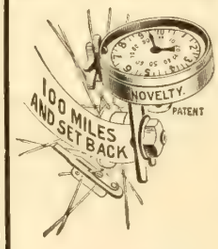
Sieg & Walpole Mfg. Co.,

CHICAGO.

MAKERS,

Mention The Bearings

WHY EXPERIMENT WITH OTHERS



WHEN **$2** WILL BUY A



NOVELTY OR SHEDD'S CYCLOMETER

Acknowledged by bicycle riders and dealers everywhere superior in principle, accuracy, and durability to all others. Fully warranted. Sent postpaid on receipt of $2.

RECORDING INSTRUMENT CO.

602 Chamber of Commerce, BOSTON, MASS.

Mention The Bearings.

Dealers don't keep Speedy Chain Lubricant
(THEY SELL IT).

ARE YOU A BICYCLE RIDER

AND WANT TO MAKE $$$?

We manufacture

The Sterner Special

Bicycle, a strictly high-grade wheel.

21-lb. Roadster	$85 00
18-lb. Racer	100 00
24-lb. Ladies	90 00

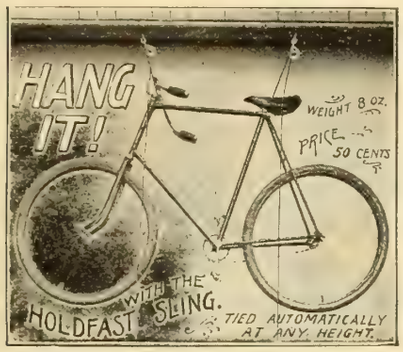
To introduce these goods we will appoint riders to act as agents, We want one in every town or county in the United States. Can you sell a good bicycle? Better try it and see. Information costs a postal card or letter.

Sterner Cycle Co.

Mention The Bearings **597 Madison St., CHICAGO.**



With Silk Covered Braid, 50c. All Silk Braid, 75c.



Electrotypes Furnished Dealers. Discounts on Application.

TIE CO., Box F, Unadilla N. Y.

Mention The Bearings.

MONON CHICAGO & CINCINNATI LINE C H&D

Best Line
—TO—
Indianapolis, Cincinnati
—AND THE—
South.

CITY TICKET OFFICE:
232 CLARK STREET, - CHICAGO.

LEAGUE WHEELMAN IMPROVED SHOES



—$2.00

FOR SEASON 1895.

Tried once and always used.

Delivered to any part of the U. S. on receipt of $2.00 cash or money order. Made of best Kangaroo Calf.

HUB SHOE CO., SHOEMAKERS,

Mention The Bearings. *95 Bedford St., Boston, Mass.*

PATENTS

Procured in the United States and foreign countries. Trade marks, designs, labels, and copyrights. Send description, with model, photograph, or sketch, and I will let you know whether you can obtain a patent.

All information FREE.

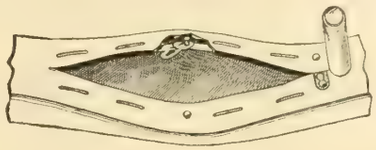
W. E. AUGHINBAUGH,
660 F St., N. W., Washington, D. C.

Even the wind blows:==

Why shouldn't a business man become enthusiastic over his goods if they are worthy of his enthusiasm? If they are unworthy then they should not be offered for sale. In advertising my

Tire Fastener

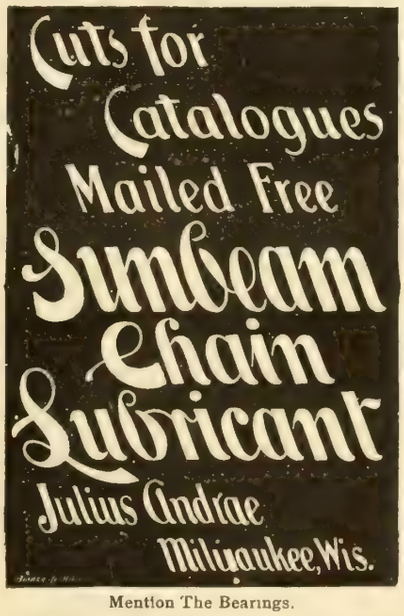
I am enthusiastic because I can save riders of laced tires lots of time and bother. They don't make any change in their tires; merely



put the fastener on and it becomes a permanent feature, saving all unlacing and relacing. It is worthy of my enthusiasm.

Price $1 per pair. **E. L. FERGUSON,**
Weighs less than an ounce. **Monon Bldg., Chicago.**

Send for my book of illustration and explanation.
Mention The Bearings.



Mention The Bearings.

How do you like me? I am the
GREENBURG TOE CLIP.

Made of Clock Spring Steel.



RETAIL 50c.

You need me.

Jobbers, get our prices.

Made by
S. D. CHILDS & CO.
140-142 Monroe St., CHICAGO.



WE WANT EVERY DEALER
to catalogue our
Grip for 1895
Send for an electrotype; we have 1 inch and 2½ inch sizes.

AVERY & JENNESS,
6245 Oglesby Ave. - CHICAGO
MENTION THE BEARINGS

THE "BRUNNER"

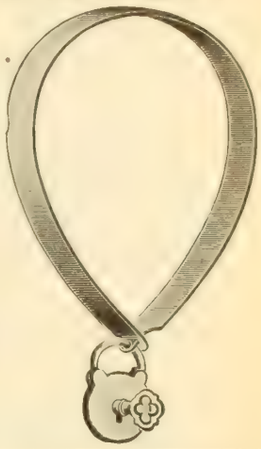
Combination Trouser Guard and Bicycle Lock.
Patent applied for.

Sample pair by mail upon receipt of price,

25c.

Special price to dealers.

We have complete stock of "Tourist" and "League" parts.



BRUNNER & CO.
Hartford, Conn.

Write for Discounts.
Mention The Bearings

A PRACTICAL BINDER AT LAST!

Will hold a volume. Any number can be taken out of file without removing other than the one wanted, and not bein held by mere pressure, papers can not fall out.

The Bearings, holds 26 Nos	$1 00
L. A. W. Bulletin, holds 26 Nos	90
The Wheel, holds 26 No	1 00
The Referee, holds 26 N s	1 00
American Wheelman, holds 26 Nos	1 00
Cycling Life, holds 26 Nos	90
Bicycling World, ho'ds 26 Nos	90

On orders of $10.00 or over 10 per cent discount. Cash with order.

THE BEARINGS PUBLISHING CO.,
48 Van Buren St., CHICAGO.

BIG BARGAINS IN BICYCLES

A splendid lot of new '94 model "Chicago Light Roadsters" at $40 each this week; regular retail price $85; fully guaranteed; warranted to give as good service as any wheel made. We have but a limited number to dispose of. Come quick.

SOME SPECIAL SECOND-HAND BARGAINS.—Century Columbia, $35; Smalley, $30; Victor, $25; Road King, $23; Warwick, $30; Swift, $35; Moffatt, $35; Sunbeam, $30; Mecham, $40; Road King, $35; Quadrant, $40; Cataract, $40; Crescent, $40; Mogul, $40; Premier, $45; Monarch, $45; Victor, $45; Cleveland, $50; Columbia tandem, $50. BOYS'.—Blizzard, $25; Tornado, $30. LADIES'.—New Era, $16; Escort, $20; Worth, $23; Quadrant, $30; Paragon, $35; Road Queen, $30; Coventry, $45; splendid tricycle, $20; 200 other fine bargains; cushion and solid tires at any price.

'94 MODELS, PRACTICALLY NEW.—Syracuse (new), $35; Columbia, $55; Road King, $40; Derby, $45; Credenda, $40; Coventry (new), $40; Queen Mab, $35; March, $50; Cleveland, $65; Imperial, $60; Fenton, $65; Reading Flyer, $55; Special, $50; Chicago Light Roadster (new), $40; Road King, $45. Many others. Wheels shipped on approval. Send for catalogue and big bargain list.

MEAD & PRENTISS, 188 Monroe St., Chicago.

FOR SALE, WANTED, TO EXCHANGE.

Advertisements under this head, 3 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

WANTED—A first-class bicycle repairer. Address, with reference, McCABE BROS., Rock Island, Ill.

FOR SALE—Eagle bicycle, 22 lbs., fine condition. $65. Address A. B., care "Bearings."

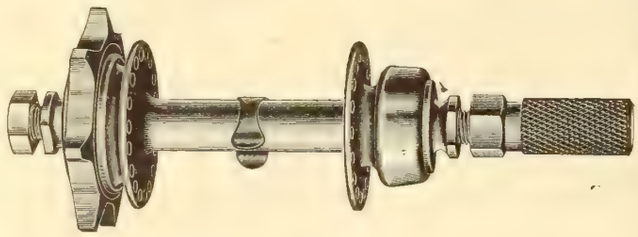
WANTED—First-class enameler, up in all branches wanted as foreman in bicycle factory; a good position to the right man. Address THE PEERLESS MFG. CO., Cleveland, Ohio.

WANTED—Two first-class repair men. THORSEN & CASSADY, 141-143 Wabash Ave., Chicago, Ill.

I. A. WESTON & CO., Jamesville, N.Y.

Manufacturers of

Wheels for Safety Bicycles,
Hubs of Various Models,
Excelsior Needle Co.'s Swaged Spokes
in any quantities.



NIPPLES FOR WOOD AND STEEL RIMS MADE TO FIT.

.....Our Hubs and Wheels are Used on Many of the Best Grade Bicycles.....

Correspondence solicited with the trade. Manufacturers, both large and small, especially desired.
Mention The Bearings

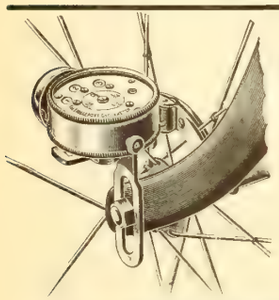
ARE YOU TRYING TO

Prevent Tarnish

OR RUST ON YOUR FINE METAL GOODS?

SEND FOR OUR SPECIAL CATALOGUE OF CELLULOID LACQUERS

THE HANSON & VAN WINKLE CO.,
CHICAGO NEWARK, N. J. NEW YORK



IT RINGS A BELL EVERY MILE. WHAT?

The Model B Bridgeport Cyclometer

Registers 1,000 miles accurately and repeats, and as fully guaranteed as Models "A" and "C."

"BRIDGEPORTS" HAVE GIVEN SATISFACTION

And are sold by all dealers at a low price. Made for 26, 28, and 30 inch wheels. Send for complete catalogue of our sundries. Manufactured by

The Bridgeport Gun Implement Co., 313-315 Broadway, New York City.
Mention The Bearings.



The VERY BEST in the Market.

BEING on the ground floor in this business, we believe we can offer you better goods for the money than anyone else in it. A, or 1st quality, 50 cents, B, or 2d quality, 40 cents per pair, postpaid. Be sure to give correct size of hole wanted. Special discounts to manufacturers and dealers.

THE R. W. McCREADY CORK CO.,
43, 45, 47 Illinois St., CHICAGO.
MENTION THE BEARINGS

Wood Rim Washers and Nipples.

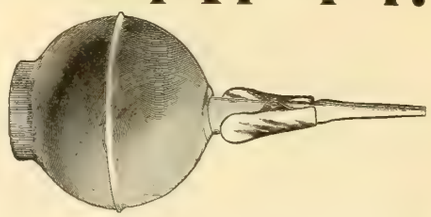
The best wood rim washer on the market at reasonable prices.

Our nipples are used by the leading manufacturers. Send for samples and prices and satisfy yourself.

Machine and Special Screws.
Bicycle Work to Order.

Geo. A. Nye,
MENTION THE BEARINGS 291 Main St., Springfield, Mass.

THE KI-YI!

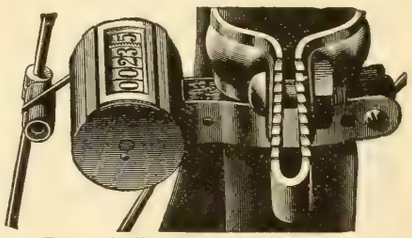


OR CYCLE TOURISTS' GUN

A few drops of diluted Aqua Ammonia from the nozzel of our KI-YI will teach the bicycle chasing dog a lesson he will not likely soon forget. It works like magic. As a rider puts it, "You could hear him howl ten squares." What tourist has not wished for one of these?

PRICE EACH, 50 CENTS
Send for Catalog and electros of RED CROSS Specialties.
MANUFACTURED BY
ARLINGTON U. BETTS & CO., Toledo O.
Mention The Bearings.

U. S. CYCLOMETER.



Figures in illustration read 23 5-10 miles.

10,000 Miles. Price $3.00.

Repeats, or may be set back.

ONE OUNCE. ONE INCH LONG.

26, 28, and 30 inch. Interchangeable to any size by getting extra piece at 25 cents.

NO CHINESE PUZZLE TO SOLVE.

Reads plainly from saddle. Least liable to injury. Clamps on fork out of the way and safe from accident. Case is solid German silver; all other parts non-corrosive. Dust and water can not injure it. Every meter tested at sixty miles per hour and guaranteed accurate.
Electrotypes furnished on application.

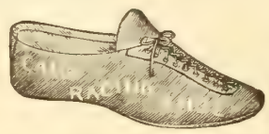
BEAN & LANG, Mfrs., Fond du Lac, Wis.
Mention The Bearings.

ENAMELING and REPAIRING

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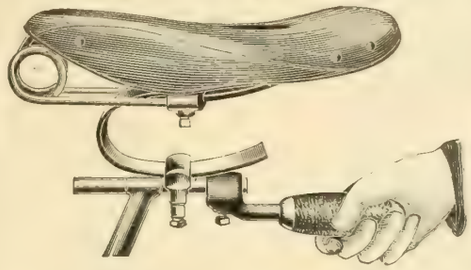
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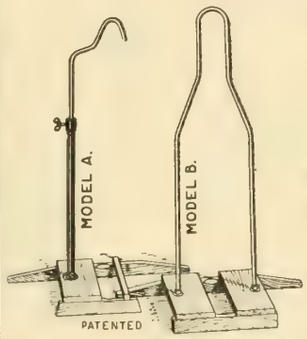
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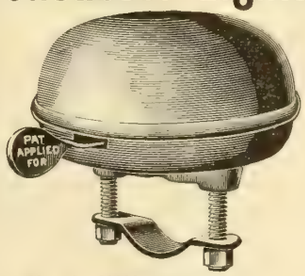
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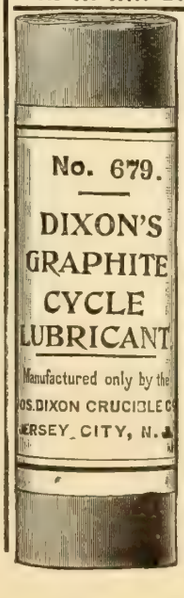
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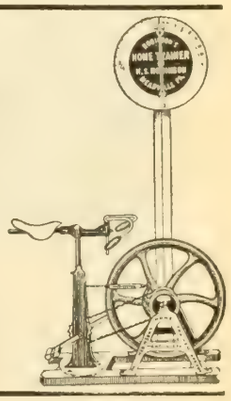
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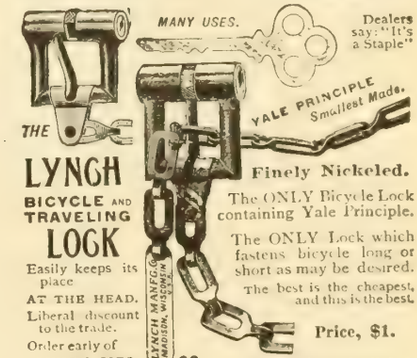
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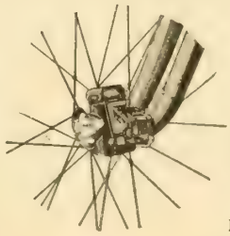
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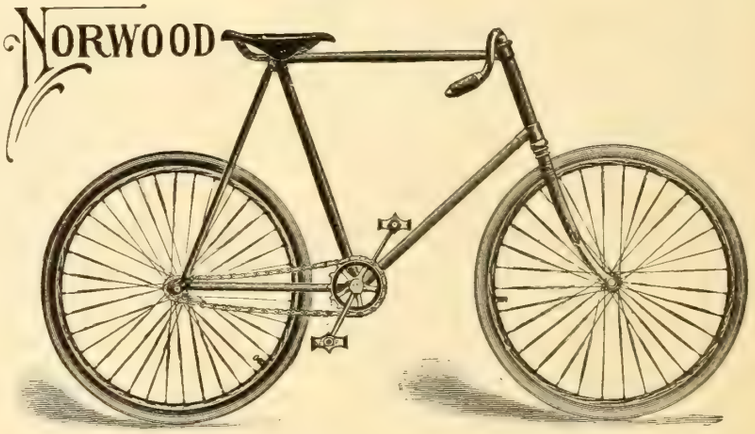
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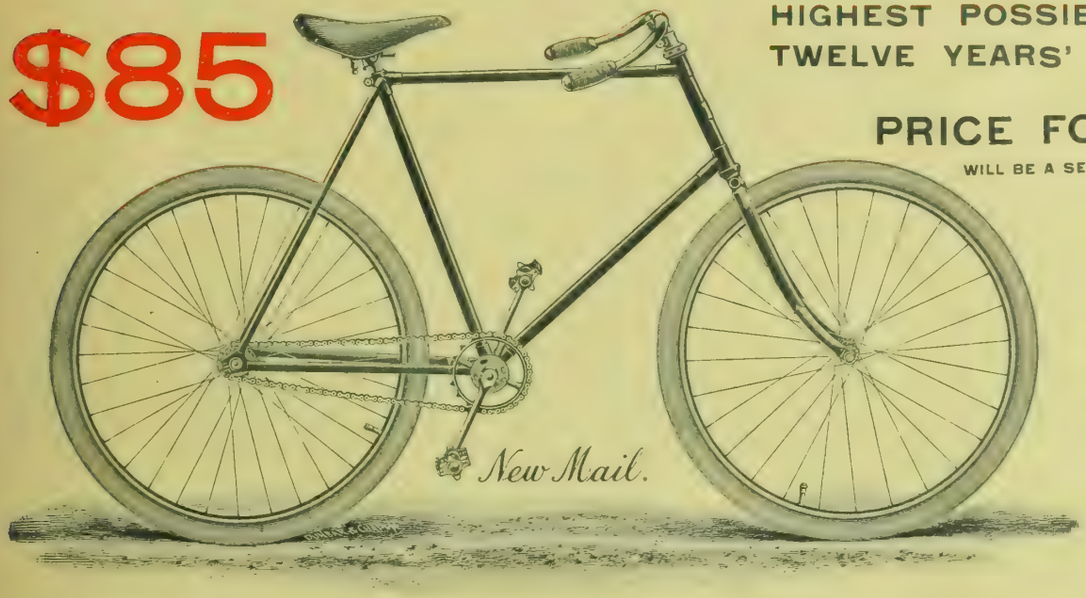
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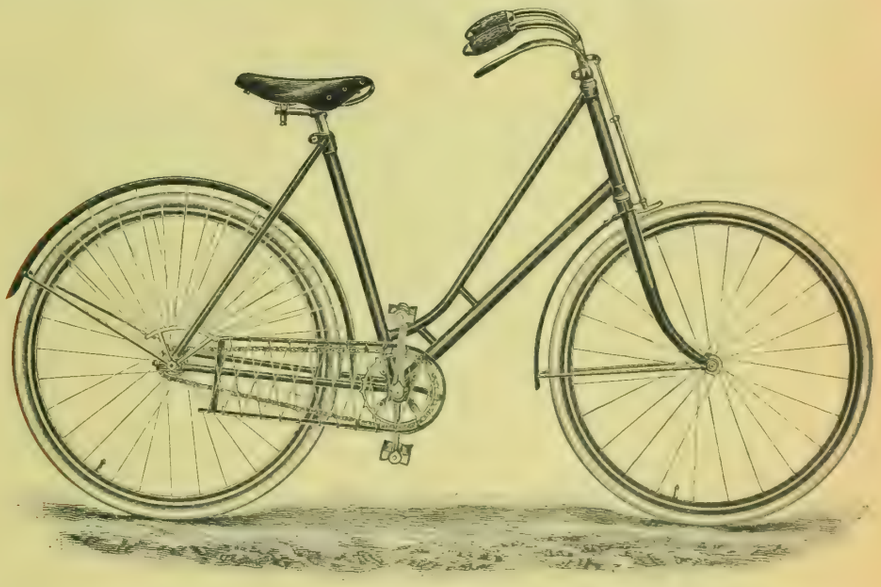
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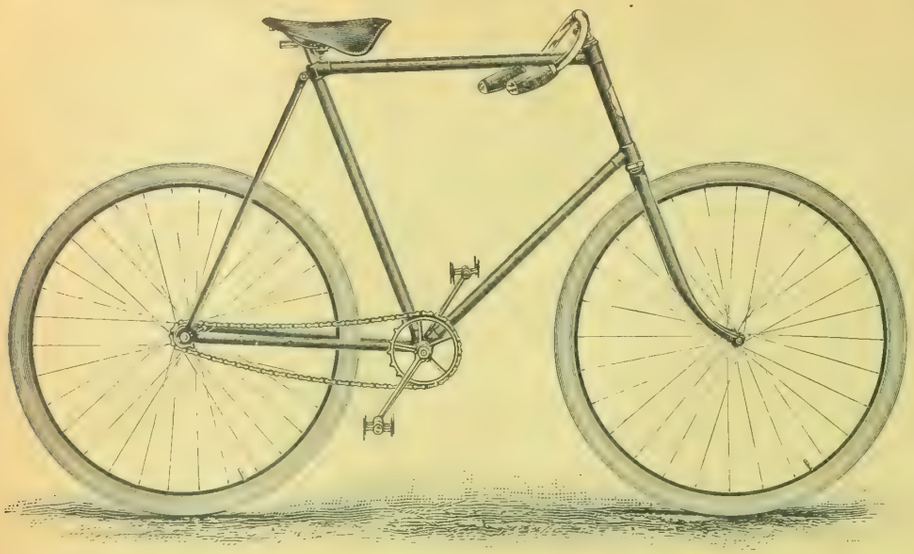
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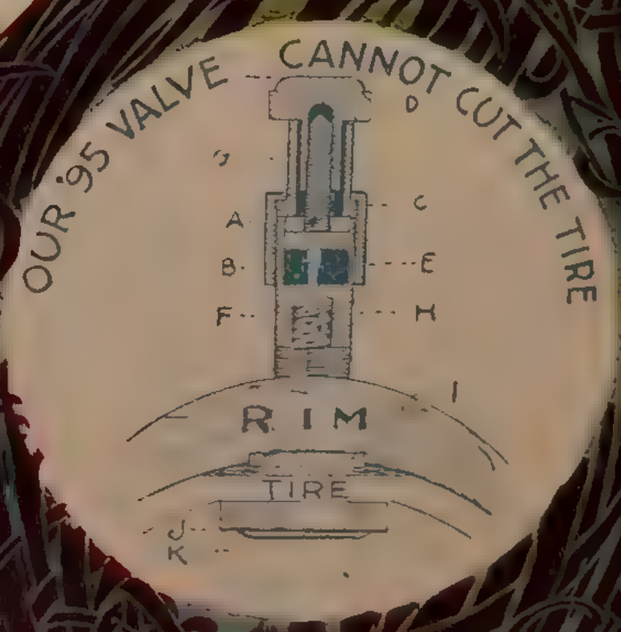
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BEARINGS, CHICAGO.

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THE BEARINGS



THE CYCLING AUTHORITY OF AMERICA

Vol XI

No 11

CHICAGO, APRIL 12, 1895.

TO MATCH SANGER AND JOHNSON.

Eck and Schaefer Agree on Terms for a Series of Match Races But Do Not Sign Articles—Also to Have a Match Team Race.

NEW YORK, April 8.—Tom Eck was in the Everett House, telling all about the trip to France that he and Johnson are not going to take, and had just concluded with, "But we are not going now, no matter what turns up. We are going to stay here and I am ready to match Johnny against any man in America."

At that opportune moment, just as if it had been all prearranged like a drama, in walked Dave Shafer, trainer and manager for the Spalding team.

"I am the man you want to see," said Shafer. "I will match Sanger against Johnson for a series of short distance races; I will match Titus against Johnson for twenty-five miles or an hour, with a time limit on the race; and I will match my team of three against any three men you may choose."

Eck appeared surprised but expressed his willingness to

Go Ahead with the Matches

and the two proceeded to talk business. After long discussion the races between Johnson and Sanger and the team race were agreed upon, practically. Eck avoided discussion of the hour race. He also declined to make any binding arrangement until the conclusion of the Johnson-Stearns suit, but agreed to be back in New York as soon as it was decided and sign articles. The terms of the matches as decided on were as follows: Sanger and Johnson are to ride three races on safe tracks for the best prizes offered by responsible clubs, one race in the east, one in the west, and one to be decided by lot. Each rider is to have his own pacemakers. The team race will be run in a novel way. The two teams will start from opposite sides of the track and will be timed by electric tapes.

After these arrangements were made E. J. Wilcox, who was present, offered to

Match an Unknown Against Titus

for the hour. Shafer agreed to match his man only in case Wilcox's protege had enough reputation to warrant it, saying that Titus had everything to lose and little to gain.

The Spalding team will consist of Sanger, Titus, and Cabanne with Barnett for a substitute. Eck declined to say what men he would select. Titus is now indulging in daily scorches on Riverside Drive. As soon as the team's racing wheels are ready, Titus, Barnett, and Shafer will be joined by Cabanne from St. Louis and by Sanger, who is now out of the doctor's hands and on regular diet, and will go to Birmingham, Ala.

ARE MORE THAN ENTHUSIASTIC.

SAN JOSE, CAL., March 31.—Cycling in this city is now the only sport that interests the respectable class of people, and since the commencement of the season dealers have had great trouble filling their orders for '95 models, probably because the sport is booming all over the country just as it is in California.

There is hardly an important store in town that is not at present—or contemplates—being the agent for some make of bicycle, and this very activity among the business people tends to increase the popularity of the sport as much as does the work of the cycling clubs of this city. Even the dealers are surprised at the wonderful activity displayed on all sides, especially by the gentle sex, who are taking to the sport as fast as their brothers.

By the construction of a modern cement track by the Garden City Cyclers and the coming of some of the best teams of the country to race on that track, this city will be the center of coast cycling for some time to come. The San Jose climate is peculiarly suitable for training purposes. It has produced some of the best men in the country and has one or two more men who will surprise the wheeling world before the season is over. Otto Ziegler, jr., first commenced to ride a wheel on the smooth streets of this city and it was here that he first received his lessons in training and his record shows how well he followed the advice of his instructors; Wilbur Edwards is another San Josean who

Has Made an Enviable Reputation for Himself,

especially during the last two months; Oscar Osen first came into real prominence when he rode third to Edwards and Ziegler in the Spier twenty-five-mile race at Los Angeles last year and since that time he has won over $1,500 worth of prizes; last, but not least, comes Allan Jones, who is the coming man of the coast, and has the honor of being the crackajack Class A man of his club, the Garden City Cyclers. As yet Jones is an almost unknown quantity in track racing, but for speed during training and exhibition riding he overtops them all. His performance of last Sunday, when he lowered the one-third-mile competition record, has already been made public through the columns of THE BEARINGS. It is very likely that he will enter the Class B ranks in the near future.

The first accident of any importance that has occurred on the new track took place yesterday, and resulted in the disabling of Coulter, who sustained a serious injury to his wrist, spraining it badly. The Falcon team received a racing tandem from the east last week. While Coulter and Chapman, a local man, were training on it the sharp edges of the rim, which was made for a detachable tire, cut the fabric and the tire blew up, spilling the riders and about a dozen others, who were taking advantage of the pacemaking of the tandem. The tandem men were making the pace pretty warm when the tire gave out, and the men following piled up in a heap. When the tangle of legs and arms was straightened out it was found that Coulter and Russel Cushing were injured, Coulter's wrist being sprained and Cushing's ankle suffering likewise. Nothing serious happened to the others beyond a few bruises. Cushing was one of the Garden Citys' relay team and his injury may incapacitate him from riding, and in that event Dick Moody will take his place.

Wilbur Edwards was also unfortunate enough to take a fall last week, but his injuries will be cured in a few days and he will be himself again.

The Finals of the Auto-Dial Contests

conducted by Jack Prince took place on Thursday night. Floyd A. McFarland won the first prize; Guy Thurber, the second; Gail Hardenbrook, the third, and Vic Benson, the fourth. The races were very interesting and Prince made a little money.

The great race meet to be given by the Garden City Cyclers on the 19th and 20th of next month has been cast in the shade, temporarily, on account of the annual relay race around the bay, which takes place next Sunday, and which will probably prove to be the greatest event of the year, so great is the interest being taken by all the clubs concerned and by the public in general, and it is safe to say that nearly 15,000 people will turn out to see the race from this city alone.

The livery business in this city is going to the dogs as fast as the popularity for wheeling grows. THE BEARINGS' man was somewhat startled the other day, when walking along Santa Clara Street, to see a sign in front of an at one time well-to-do livery announcing to the public that bicycles could be rented from the proprietor. Nothing could have startled THE BEARINGS' man more than that sign at that particular time and it required reading over more than once to satisfy him that his sight was still good. The placard was displayed on an old-time Phoenix fitted with Thomas tires.

The *Pacific Cyclist* remarks, "Springfield will be called the San Jose of the east before this season is over." Whether this will be true or not, San Jose will be one of the best cycling cities in the country before long.

SCHOOL MA'AMS IN BLOOMERS.

JEFFERSON, IOWA, April 8.—The lady teachers in the public schools in this city have ordered bicycles, and not content with this move will wear the bloomer attire. The greatest enthusiasm prevails in all classes this season over cycling matters, probably because of the state meet of the L. A. W. to be held here July 4 and 5.

The Ladies Knickerbocker Club will take part in the grand union run of the Associated Cycling Clubs, of Chicago, May 26.

JOHNSON'S CASE REMAINS UNDECIDED.

Referee Morgan Still Debating the Pros and Cons—Syracuse Athletic Clubhouse Damaged by Fire.

SYRACUSE, N. Y., April 7.—Though practically settled in the mind's eye, the celebrated controversy between E. C. Stearns & Co. and John S. Johnson, which has held the local boards now for nearly two weeks, has not been determined by Referee T. L. R. Morgan, one way or the other. The state of affairs that exists is just this: Johnson will not ride in France, and he will ride a Yellow Fellow. Stearns & Co. are looking for the costs in the action, and Johnson has an idea that the concern which employs him should settle that matter. Neither side will give in, and Johnny affirms that he will instigate an action for false imprisonment. As a matter of fact proceedings may also be begun against the Newton Rubber Co., which began

A Suit Against the Record-breaker,

and which, since, has been discontinued. Under what clause of the statutes this action will come, Eck refuses to divulge, but it is understood that his attorney, Harrison Hoyt, has the affair under advisement, and will report as to its merits within a few days.

Eck came up from New York yesterday, where he had been in consultation with Dave Shafer, of the Spalding team, regarding the possibility of a match race between Johnson and Sanger, and a team event in which the Stearns and Spalding teams would participate. This is what Eck said in conversation with THE BEARINGS' correspondent: "I have not signed the agreement, though I have little doubt but that my signature will be affixed to that paper. Last fall this question came up and I determined at that time to have it out with the big Milwaukean before another summer had passed and I am going to do it.

"There Will be Three Match Races,

one to take place in the east, the other in the west, and the third on neutral ground. The team event has not been fully decided upon. I will match Johnson and two other members of the Stearns team against the Spalding aggregation, but I will not say that they will be E. C. and L. C. Johnson. This race will be the greatest event of its kind ever projected. Just think of six of the world's fastest riders competing in one event and for blood! There will be no loafing. That will be arranged for. The teams will start at opposite sides of the track and so arrange among themselves that the pacing will be equally divided until the last quarter when each man will light out for himself. With this plan the race should be run in 2 minutes or under. I make this statement anyway and see how near I come to being correct."

Eck will remain in Syracuse for a week or more and then proceed to Louisville, Ky. He further stated that

Johnson will Ride Faster this Year than Ever.

Since Johnny began skating he has been able to cut a livelier clip each year and when he skated faster it was a sure prediction that he would ride in much better shape the next season. Last winter he was able to glide over the ice seconds better than ever before and therefore Eck holds that he will be invincible on the wheel the ensuing summer.

Dirnberger writes from El Paso, Texas: "Lyman and I continue our grind at the El Paso track and I note an improvement in my riding every day. I expect to stay here until about April 15, when we leave for Louisville, Ky., and the famous Fountain Ferry track. I will arrive in Syracuse about May 1. I am riding all unpaced now and able to clip off five miles in about 14 minutes on a windy day. I find that training alone is productive of better results than training with a crowd and for preliminary work it has no equal. I also find that I can ride an unpaced mile in much better time than I could in '93, and learn that it is due to so much work that I am doing all alone. I expect to start the season's racing at Louisville on May 24 and 25. Our quadruplets are expected down about June 1 and I will remain in Louisville and go for the records."

The Syracuse Athletic Association was devastated by fire last week and the club officials state that the loss will exceed $4,000, which fortunately is fully covered by insurance. The fire started at midnight, and had it not been for the valiant efforts of the firemen the handsome $75,000 clubhouse would have been entirely destroyed. As it was the furniture and interior work were badly damaged and it will take a month to refit the handsome home of the S. A. A.

CAUGHT A BICYCLE THIEF.

LOUISVILLE, KY., April 8.—G. H. Anderson was arrested in Bardstown, Ky., with a stolen wheel in his possession. The wheel belonged to J. Curtis Scott, of Louisville. Since his arrest Anderson's attorney has offered to settle all claims.

Hopkinsville, Ky., has the bicycle fever, and one of the property owners of that town has commenced work on a track at that place and will inclose it for a park.

A. W. Porter, H. R. Steenson, and H. B. Gleezen, of the Stearns team, have already reached here and the balance of the team are expected to arrive by Monday or Tuesday at the latest. The Baker boys, of Columbus, Ohio, will be here by Wednesday, as well as a large number of riders from Chicago, who have had quarters engaged for two weeks.

The track is in tip-top shape and has not had the least bit of touching up, notwithstanding the severe winter just past. Outdoor work has begun in earnest; the track is never without a rider during the day, and a rule had to be made to close it at dark to prevent the boys from riding without any light.

When the Stearns team comes here in the fall for the records, Frank Waller will be with it to go for the 24-hour record; with a ninety gear he expects to get the world's record for that time.

CLEVELAND'S SILVER POTPOURRI.

CLEVELAND, OHIO, April 8.—The silver potpourri of the Cleveland Wheel Club has come and gone and that success crowned the club's efforts is proven by the overflowing treasury. On Thursday, the opening night, there was a large attendance; on Friday it was larger, and on Saturday there was a jam.



THE W. F. MURPHY OF 1885.

E. C. Johnson, of the Lakeside Club, has resigned from the state board of officers as his connection with the Stearns team will not admit of his attending to the duties of a representative. Chas. E. Dahlke has been chosen to fill the vacancy.

At the last meeting of the C. W. C. the L. A. W. question came up for discussion. A few of the members were still in doubt as to what they get for their dollar and were in favor of dropping out of the League altogether. Now there are very few clubs in the country that can boast more of the old L. A. W. guard than the C. W. C. and when they had had their say and a motion was made to levy a special assessment of $1 for L. A. W. dues, not a dissenting voice was heard. Heretofore the annual dues were paid from the club treasury.

Recently elected council men are crowding each other for the honor of doing something for the wheelmen. One wishes to introduce a bill to regulate street sprinkling, another wishes to improve Euclid Avenue to the county line at once. In fact a champion for any wheelmen's cause can be found without the use of a fine-tooth comb. Verily, we seem to be strictly "in it" with the administration.

WILL HAVE A SUMMER HOME.

SPRINGFIELD, MASS., April 9.—The Massasoit Club is going to have a new summer clubhouse. A committee was appointed to select a site. The committee was given until May 1 to look around for a site and to secure bids for construction. Plans and specifications are already drawn and make a handsome building. Several sites have been examined, but nothing definite has been decided upon yet. One is at Willimansett on the Connecticut River; another is at Agawam about four miles from the city, and a third is at Riverside, and there are others.

Last year's road race was so successful that a committee was appointed Monday night to arrange for another.

The Knights of Pythias will hold a bicycle fair at city hall three nights, beginning tonight. The booths have been engaged by the representatives of bicycle firms of the city, and are tastefully arranged to advertise each wheel in the best way. Some of the exhibits are particularly attractive.

THE HARRISONS RIDE.

A newspaper dispatch from Indianapolis says cycling is a fad in the family of ex-President Harrison, and the general, whose recovery from his recent attack of the grip and bronchitis has been tedious and left him weak in the legs, is said to be contemplating joining the ranks of the cyclers. Benjamin Harrison McKee is riding a bicycle. He is the "Baby McKee" of national fame. The little fellow takes to his wheel like a duck to water, as does his little sister Ruth McKee, who was also one of the White House children. Their mother, Mrs. James Robert McKee, is learning to ride, and Mrs. Dimock, niece of ex-President Harrison's wife, is also taking lessons.

BICYCLE TRAIN ROBBERS.

Two Cyclists Hold up a Train and Kill Sheriff Bogard—They Have Committed Other Crimes—Ed Mohrig's Gallantry.

SAN FRANCISCO, CAL., April 2.—The Oregon express train, known as Number Fifteen, was held up by masked men early last Saturday morning, just after leaving Wheatland, an interior town. The hold-up occurred at 1:15 o'clock in the morning and would have been successful had it not been for the bravery of Sheriff Bogard, of Tehama County, who happened to be a passenger on the train and who, when informed by a porter that the train was in the hands of robbers, jumped from his berth and proceeding to one of the forward cars came face to face with a masked man. Bogard immediately fired his pistol and the robber dropped dead at his feet. A few minutes later the sheriff was made the victim of one of the dead robber's pals, who had run around the car and shot the sheriff from behind.

Now comes the queer part of the story and it is a story that will interest the whole cycling world. After the sheriff and robber had been shot and the other men concerned in the robbery had escaped.

A Bicycle Was Found Hidden

under the bridge near the scene of the hold-up. This bicycle was identified by the people of Wheatland and Marysville as one belonging to a man who had been stopping in that vicinity and posed as a bicycle agent and went under the name of McGuire. He was accompanied by a man much smaller than himself in stature whom he represented as his brother. They spent much of their time looking over the country and seemed to be searching for something all the time. They took measurements of the railroad tracks in an open manner (nobody ever suspected them of being desperadoes), touring the country on bicycles and waiting for a favorable opportunity to hold up the express.

The dead man was identified by Speaker & Perkins, bicycle agents of this city, who stated positively that he was the man who had hired three bicycles from them and who gave the name of Browning. A picture of the dead man was identified by Leavitt & Bill, who handle the Cleveland in this city, as a man who with a companion,

Supposed to be the Other Robber,

had purchased two Clevelands from them.

Cyclists who were constant riders in Golden Gate Park knew the men well. They were good conversationalists and had very pleasant and genial manners. They were amateur trick riders and by constant practice had become very clever on their wheels. They seemed to be doing everything possible to pull the wool over people's eyes and a few days before the hold-up told several persons that they were going up to the mines for a week or two and expected a remittance of $1,000 from St. Louis shortly.

Two weeks ago Cornelius Stagg, the proprietor of one of the largest and best patronized road houses in the vicinity of this city, was killed, but nothing could ever be made of the affair by the detectives, at least they gave the public no hint that they knew the perpetrators; but since the Oregon express robbery the police and detectives interested in the Stagg murder profess to believe that the men who held up the train were the

Same Men who Ended Stagg's Life,

and their claims are made stronger by the fact that several people claim to have seen two wheelmen riding away from the scene of the murder early in the morning following the crime and that the descriptions of the train robbers tally with the meager descriptions of the Stagg murderers.

One man has turned up who positively states that on the Sunday before the Stagg murder he accompanied Browning to Ingleside (Stagg's resort), and that they were shown all over the place by Stagg. A young lady has come forward and tells a story that shows that the deceptive powers of the dead robber were well developed. She says that they were discussing the Stagg murder and similar crimes and during the conversation Browning and his companion, supposed to be one John Brady and the same man whom Browning represented as his brother to the people of Wheatland, said that

The Crime Was a Most Brutal One

and that the perpetrators should hang, and all this time he was sitting next to the young lady with three or four very deep scratches on his face which he said were caused by a fall. The police have discovered that he ran into a barbed wire fence just after the murder and that the scratches were not caused by contact with mother earth as he would have had others believe.

Both Brady and Browning were ex-convicts, both have served terms for horse stealing. The detectives are watching all the roads around Wheatland but have not as yet run across the other men.



THE W. F. MURPHY OF 1895.

Eugene Taniere, an artist, was killed last Thursday afternoon by being thrown from his wheel against a street paving machine, causing instant death. Taniere had just purchased his machine and was going home. There are three long hills on the way and Taniere started to coast down them and before he reached the bottom he had lost control of his wheel and was going at a rate of a mile a minute. He could not steer the wheel past the paving machine and

The Collision Killed Him.

Taniere was thirty-three years of age and has recently returned from Europe where he had been studying art. His aged mother was lying seriously ill at their home at the time and it is feared that the shock may kill her.

Five Chinese students of the Chinese Methodist Mission, of San Jose, rode up from that city yesterday on their bicycles. They were all dressed in the regulation bicycle costume. Their advent in Chinatown was the cause of a great commotion among the Chinese, who flocked around the travelers from blocks around.

Ed Mohrig, the Phoenix agent, had quite an experience with six hoodlums one night last week, and will not forget it for a long time; neither will the hoodlums. Mohrig was passing down McAllister Street when he noticed a gang of young toughs insulting passing ladies. He went up to the crowd and grabbed one, and though the rest of the crowd attacked him, Mohrig held on to the rascal until the police arrived and placed the insulting puppy under arrest. Mohrig was a bit bruised up, but some of his assailants will display black eyes for some time to come.

Emptage, the man who was caught puncturing a pneumatic tire at San Jose last week, was found guilty and sentenced to ninety days in the county jail.

BICYCLES FOR FARMERS.

With a return of reasonable prosperity to agriculture, the demand for wheels by the rural classes will soon exceed that of the cities, and sales will reach proportions scarcely dreamed of now. Nowhere is the wheel more needed, both for pleasure and convenience, than on the farm. The farmer constantly wants to send to town for his mail or on light errands, and the young people like to go; but during the seasons when farm work is progressing his horses have enough to do in the fields, and they can not be running to town; so he has to go without what he wants—unless imperatively needed—until he gets a chance to go or send. The seasons of work on the farm are the seasons of the use of the bicycle, and with one on the farm the farmer is immediately placed in touch with town, for the wheel and its rider will always be at his service, if the roads will permit. Country life is lonesome to young people. They like to visit and to go to town. The bicycle affords them the quickest and most enjoyable means; and when they can buy a good stout machine for a reasonable price they will do so if they have the money, or as soon as they can get it.—*Farm Implement News.*

Will Manage Salt Lake's Track.

SALT LAKE CITY, UTAH, April 4.—"Beck's Hot Springs Cycle Track and Athletic Association of Salt Lake City" is the name of the organization that will control the local track. At a meeting of the stockholders last night the following officers were elected: President, J. D. Kendall; vice president, George Westervelt; secretary, W. D. Rishel; board of directors, C. A. Emise, M. R. Evans, J. S. Jensen, E. C. Coffin, A. E. Beveridge, A. W. Caine, D. E. Bockbank, C. S. Burton, John Beck, Simon Bamberger, H. Pembroke, and R. L. Conley. The capital stock of the association was increased to $15,000, the shares to be non-assessable.

CHICAGOANS GOING TO CINCINNATI.

Every year a jolly party of Chicago riders train down to Cincinnati for a ride over the Poorman road race course. Many is the hot scorch the Chicagoans have had over the famous course and many a racing man has had to admit that Cincinnati hills are hard to climb. This year the party will leave Chicago Saturday, May 4, over the Monon route, spending Sunday with the Cincinnatians and returning Sunday night. The expenses of the whole trip will not exceed $10 and every one gets his money's worth. Wheelmen wishing to take the trip are requested to send their names to THE BEARINGS.

An association has been formed at Leipzig called the "Rennerbande" composed of numerous cycle clubs and opposed to the Deutscher Radfahrer Bund. It will organize cycle races and run for money. Clubs are joining daily and soon the great German league, which only recognizes amateurs, will have a powerful antagonist.

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GEO. K. BARRETT, EDITOR.

"AN APOLOGY DUE?"

A recent editorial in THE BEARINGS criticising the management of a race meet at Duarte, Cal., without mentioning names, has provoked considerable criticism. We have been accused of listening to the grievances of A. W. Cleaver, who was ruled off the track. Such is not the case. Our information came from two Chicago wheelmen who were present at the meet, Frank Lumsden and Fred Howard. The charges that they made have been reiterated and in addition we have received letters from California corroborating them. On the other hand we have received letters denying the truth of the charges. The matter was referred to J. S. Thayer, chairman of the Southern California Division racing board, who said, "I was there, and, as I acted as one of the judges, was in a position to see and know what occurred. The referee was J. Phil Percival and he was not under the influence of intoxicants or was any one connected with the meet. It is my personal opinion that the decisions of the referee were not always in the best of judgment but that they were in accordance with the rules." The source of information on which the editorial was based came from unprejudiced people and is in preponderance of that on the other side of the case. We shall investigate the matter further, and if we find that we have been deceived we will make the apology that the *Pacific Cyclist* thinks is due. In the meantime we will correct the statement that a prize was openly offered for sale on the track. According to our informants it was offered on the return from the meet.

HOPKINS VERSUS CRITICS.

The case of Myrtle Hopkins has been the subject of no little comment. One of our contemporaries plumes itself on the fact that it made the discovery that the girl was not worthy of the help she received of the wheelmen. Not only this but the paper has seized on every excuse and has invented excuses to abuse her. The facts in the case are these: The girl was run over and dangerously injured by a man driving a tandem team who afterward did not even take the trouble to inquire how serious her injuries were; she lay in a hospital in danger of her life, partially paralyzed, and dependent on charity. It was at this time that THE BEARINGS called on the wheelmen of the country to come to her aid, heading the subscription list with a substantial sum. The aid of the Associated Cycling Clubs was also solicited and obtained, and the funds subscribed were disbursed through their committee. Her doctor, drug, and hospital bills were paid and when she was able to leave the hospital her board bills were paid for a while. In addition she was at different times given small sums for other expenses but the money given her in the last named way amounted to but a small fraction of what was realized and was not sufficient, as our contemporary would have its readers believe, to enable her to live in a state of luxurious and riotous ease. The fact remains, nevertheless, that she showed herself unworthy of further aid from the cyclists and the A. C. C. decided to drop her case.

Her subsequent misbehavior does not, however, make the situation in which she was placed by a reckless and brutal driver any the less pitiable; nor does the fact that she has, in common with thousands of young women, been a little wild, justify the editor of our contemporary in singling her out for systematic abuse. It was the Man of Galilee who said, "He that is without sin among you let him first cast a stone at her." Ponder well these words, Mr. Wardrop. In the meantime who but the stony-hearted can feel anything but compassion for the girl, who, after suffering all that she did suffer, should by her subsequent conduct throw away the substantial damages she was sure to get and bring down on her head criticism, just and unjust?

C. E. Hawley, writing for the *American Cyclist*, has just made the discovery that the bent-over position is the proper one for racing cyclists. He attributes the necessity for leaning over, however, to the alleged necessity of getting a better balance than is afforded while sitting up straight. Let Mr. Hawley, if he has arrived at such an advanced stage of cycling, try riding hands off, and see, firstly, if his machine is not much easier to balance at a rapid rate of speed than at a slow rate, and secondly, if it is not much easier to balance in an upright position than in a bent-over position. He will answer, "Yes," to both questions. Then let him calculate the air resistance that will be avoided in a bent-over position, and he will then have arrived at the true reason for racing men and scorchers bending over.

Writers on the question of adding professionalism to the L. A. W. should remember that changes of too radical a nature are not easily accomplished. There are few who believe that there would be much room for Class B, once professional racing under League sanction, guidance, and governance becomes an accomplished fact, but it will take the best part of a season to accomplish such a thing. Class B is the threshold of professionalism but it will not do to remove the threshold before it is crossed.

The bicycle has proven an important factor in many lines of business and now a new field has been opened to wheelmen. The attendant danger involved in the new industry may deter a few timid souls from engaging in it, but we do not doubt that it will find some advocates. It at least shows the possibilities of cycling. We almost forgot to mention that the new industry, of which an account will be found in another column, is train robbery.

Cycle club papers are a numerous and attractive novelty, and as a rule they are newsy and bright. They are used to boom club membership and are supported by the local trade. They are but another step in the progress of cycling.

What next? An English physician has published a book called, "Cycling and Heart Disease."

LEAGUE GETS A GOOD START.

BOSTON, MASS., April 6.—This has been an extremely busy week in the office of the secretary of the L. A. W., Abbot Bassett, at 12 Pearl Street in this city. He has been employing three extra persons all the week to do the work of the League and the result of the week's work is enormous. And what is the most encouraging thing about it is the fact that it looks as if the L. A. W. had at last pulled its feet out of the sticky mud of the slough of despond and was on its way to 50,000 within the year.

This is the way the secretary calls attention to the fact in the first issue of the new *Bulletin:*

"Ye who tell us that the League is losing the confidence of wheelmen, look at our application list and crawl into your ignoble cavities. We publish 875 names in our application list today. Never before in the history of the League have we opened our season with such a list. The best previous record is 527. The first list in April of 1894 had but 135 names, and the whole month gave us but 720 members. Once in the middle of our busy season of the best year we published 921 names and we are not yet quite up to that, the best on record; but we are young yet and

We Have Taken a Good Start.

New York tops the record of division lists with 387 names; best previous record by California with 386 names; largest division list of 1894 was by Massachusetts, 254; largest total in one list last year was 528 names."

Last year the applications for the second week in April were 156. Up to date there are 334. Last year's renewals for the entire month of April were 2,349. This year up to date the renewals have been 2,180. Now there is but one way of looking at this. Secretary Bassett predicts 50,000 for the limit. Less conservative ones say 60,000.

Preparations for the Linscott 25-mile road race over the famous Linscott course May 4 are progressing rapidly. D. E. Miller, of Springfield, president of the Springfield Bicycle Club, and vice consul of the Massachusetts division, will officiate as referee, and the judges will be the cycling newspaper men of Boston. The first prize will be an $800 piano.

The first time prize will be a $200 diamond; second, $100 wheel; third, of the value of $50, and the fourth a $25 suit.

B. W. Isfort, chairman of the Press Cycling Club's racing board, has received the official sanction for a race meet at Waltham for June 17. This is claimed to be the meet of the season. It is a national circuit date and will be the first one east of Philadelphia. There are several novel features which the committee can not yet announce.

CREAM CITY HAPPENINGS.

Tandem Racing Will be a Feature in Wisconsin this Year—Sanger Able to Get Out of Doors.

MILWAUKEE, WIS., April 9.—There promises to be some hot sport in the state this year in the way of racing for tandem records. Up to date there are two teams in the field, the Andrae, with John Schmidtbauer and Terry Andrae, and the Telegram, with Edward Roth and Harry Crocker, astride. Not to be left behind, the Union people have secured Dick Howie and Billy Bremer to carry their colors. Howie is well known all over the state, having swept everything before him at the close of last season. There is something peculiar in Howie's riding which makes a comparison with the great Zimmy pertinent, in that he does not get into condition until late in the season though beginning to train with the rest of the riders. Last year Howie did not do much until late but after he won his first raee he continued to sweep everything before him. Howie intends to get into shape early this season. With Billy Bremer behind him on the tandem Howie ought to make a good showing. Bremer is a strong rider, with considerable speed, and the probability is that they will manage to keep up with the rest of them in the state.



There is no disputing the fact that the Milwaukee Wheelmen is the most progressive club in the state. It was this club which

First Gave Cycling its Boom

in Wisconsin and what the club does not think of taking up is not worth the trouble. Its members have now another scheme. The club has decided that the initiation of members is too tame and therefore it has appointed a committee of W. L. Simonds, E. D. Haven, and Nat. Oliphant to draft a ritual and secure the paraphernalia suitable for initiating new members. The committee has not reported but it is understood that it has hit upon a burlesque ritual that will be no end of fun for the club and will also prove a jolly time for the new members. The ritual will probably be adopted in a few weeks after which the fun will commence. Several members who want to join the club are said to be holding back and want to capture the honor of being the first to go through "the mill."

The North Side Club is considering the advisability of establishing an auxiliary club for ladies. The plan is to set aside a part of the club's present quarters on Reservoir Avenue for the fair ones if it is acceptable to the latter. There are many lady riders on the north side and the move may meet with favor. The fair riders in the city are at present without any accommodation. None of the clubs in the city admit ladies as members and it is thought that if a club for them could be established, interest in the sport would increase among the girls. Some of the other clubs in the city would then perhaps follow the example of the North Side Club.

Local clubs are beginning to arrange for their annual road races and

Local Dealers are Being Sandbagged for Prizes

to such an extent that complaints are frequently heard. Yet all find themselves in a position where the race promoters can not be refused unless the dealer would heap the wrath of the club down upon him. The North Side Club is actively engaged in preparing for its Silver Spring road race, which will be run on June 8. The club will hang up a first prize which will be a diamond medal worth $100. The start and the finish of the race will be at Third Street near the city limits. The Milwaukee Wheelmen are equally busy in preparing for the Milwaukee road race, which will replace the celebrated Waukesha road race, which has become known all over the country. The club has decided to hang up ten time prizes and this feature will be a great drawing card for fast men. The Mercury Club proposes to hold its Racine race over again this year and will soon begin arranging for the same with the riders of Racine. Many riders residing in the southwestern part of the state are interested in this event.

As was expected by the officers of the division renewals are coming n rapidly and the prospects now are that

All of the Old Members will Stay in the League.

It is a trifle early to say how the scheme that the League has adopted for securing new members will work—offering a renewal free to each member who secures two new members—but some of them have taken advantage of the proposition and many more will before the month is over. Before another month has passed Wisconsin will again have a good round member ship enrolled and everything now points toward a very prosperous season

Sanger has Recovered from his Illness

and is again able to be about the city. He left his bed for the first time in a month last Thursday and expects to depart for the south at the end of this week or as soon as Dave Shafer returns from his eastern trip. The big fellow is rather thin, but he expects to gain rapidly in strength and says that he will be in good riding trim on about May 15. In relation to the report that Sanger has been matched to ride Johnson he said that he had heard nothing and that all rested with Shafer. He is ready at any time, however, to meet the Minneapolis man. Sanger does not think that his illness will interfere with his work during the season.

ST. LOUIS COUNTY TOUR.

Despite the Threatening Weather 300 Riders Make the Trip to Clayton and Return—Trouble over Circuit Dates.

ST. LOUIS, April 7.—Threatening weather interfered with the attendance on the spring county tour today, but in spite of that over 300 wheelmen attended and the affair can be put down to the credit of the Associated Cycling Clubs as one more success. The roads were in fine shape, but the drizzling rain which overtook the party about two miles out caused some of the new riders to turn back home. Two hundred and seventy riders, however, sat down to dinner at Clayton. A committee of Clayton citizens was on hand to receive the tourists and to decide which of the clubs was entitled to the prize for presenting the best appearance and on this, as on the last spring tour, it was awarded to the St Louis Cycling Club. After washing up dinner was in order, and after the ride full justice was done to it, while a band, on a stage at the end of the hall, played popular music. The arrangements were all that could be wished, there being seating for all. The dinner was excellent. After dinner F. W. Ranchenstein, of Clayton, made a rambling address of welcome and was followed by Sprinkling Superintendent Straight, who very clearly stated the difficulties he had to overcome in his efforts to grant the wheelmen their desires in regard to sprinkling.

The Athletic Events Were Next on the Programme

and while they were rather informal, they were hotly contested and afforded great amusement. George Hellmich and Wm. Lange won the three-legged race and Hellmich also got first in the quarter-mile walk and the 100-yard run, E. A. Lobsinger getting second in the former and Porter Murphy second in the latter. Wm. Lange scored again in the sack race, while E. J. Rotby won the egg race, with G. A. Maxwell second. These events wound up the day's entertainment and the Associated Cycling Clubs are well pleased to think that the only objection heard was by the parties mentioned before in regard to the price of the dinner, and they were sorry for it afterward.

A more chagrined crowd than the officers of the Associated Cycling Clubs would have been hard to find on last Wednesday, when President Laughlin, of the Pastime Athletic Club, announced that Chairman Gideon had awarded October 4 and 5 to them as dates on the national circuit; but another view was put on the matter on Saturday when

A Letter was Received from Gideon

stating that he had assigned October 5 (which is Saturday) to the Associated Cycling Clubs. This mixed matters somewhat and a telegram was sent to Mr. Gideon explaining the situation and asking for a reply by wire. And when the reply came matters were mixed worse than ever, for the telegram read that the Associated Cycling Clubs had October 5 and the Pastimes October 9, instead of the 4th, and there the matter stands pending further information.

The Associated Cycling Clubs are not satisfied at all with the date, as they consider it too late in the season, and it is possible that they may relinquish it. No action will be taken, though, until Mr. Gideon is heard from more fully.

H. E. Raymond honored St. Louis with a visit last Saturday, having come down on account of the assignment of the American Sporting Goods Co., the Sterling agent in St. Louis. The assignment was caused by a disagreement between one of the stockholders and the manager, John C. Meyers, and the company is now in the hands of a receiver. Mr. Raymond was interviewed by the newspaper men as promptly as he could be reached, and the information elicited was that he was unaware that the list of circuit dates had been published, although he had received a list from Mr. Gideon As they had been published he declined to criticise them. He

Hardly Thought the Canadian Trip Advisable,

and did not think St. Louis had as good dates as it was entitled too; and while he was not opposed to the L. A. W. controlling professional racing he hardly thought it feasible. Whether Mr. Raymond enjoyed his visit, or not, is a question; but he held quite a reception at one of the downtown agencies for the short time he was in town.

The Forest Park Road Race Association will manage this race as heretofore, the Associated Cycling Clubs being unwilling to take hold of it unless they could have it for more than one year at a time. As the association favors June 1 as the date, and selecting a new course, these can practically be considered as settled.

Missouri is going to have a circuit of her own this year, as E. N. Sanders, chairman of the state racing board, is arranging a circuit with the county fair officials, which will be completed within the next month. Such a circuit not only will benefit the sport, but will be of material benefit to the trade by booming cycling throughout the state.

A Small Circuit was Arranged Last Year

and proved very successful, and this year it will be greatly extended.

The Pastimes have evidently seen the error of their ways for they made a new move last week that had but one object in view and that the conciliation of the Associated Cycling Clubs. The move was the resignation, as president of the bicycle division, of Julian Laughlin—with whom the Associated Clubs would not treat in any way—and the election of Willi Brown in his stead. Mr. Brown is on friendly terms with all the officers of the Associated Clubs and it is possible that much good may be accomplished. The Pastimes' track has been improved during the winter by banking the small turn much higher, and electric lights have been placed all around the track as it is the intention to run one or two electric light meets each month during the summer.

Prof. C. H. Stone, father of Cola and Percy Stone, who is at present a member of the house of delegates, is slated for the office of harbor and wharf commissioner, but the wheelmen think he would do them more good as street commissioner, and his appointment to that position is being agitated.

A new riding academy has been opened by the Laing Cycle Co. at Vandewater Hall in the western portion of the city, right on the edge of the fashionable residence district. The hall is quite large, well lighted, convenient to street-car lines and should prove popular.

The Only Other Riding Academy in Town

is Jordan & Sanders, which is over their store on Washington Avenue.

The American Bicycle Co., located at 1,123 Pine Street, which was mentioned in last week's BEARINGS, turns out to be an agency for the Smalley bicycles, and will probably be in charge of Marion Black, who traveled for the Marble Cycle Co.

The St. Louis, as the St. Louis Cycle Co. styles the machine it is making, is an oddly constructed machine, or rather the model which was ridden out on the county tour is, for it is built to reach, and the frame where the saddle clamps on is fully six inches higher than the top of the head, while the handle-bars are a continuation of the forksides, as the Smalley Buck was constructed. It was enameled in green and gold, which are the distinctive colors this company has selected.

WILL BE A BIG TURNOUT.

NEW YORK, April 8.—Several matters of importance were taken up and discussed at the last meeting of the national race committee at Asbury Park, held Thursday night. Prominent among the subjects decided upon was the big century run from Newark to Asbury Park under the auspices of the A. C. C., of New Jersey, to be ridden the Saturday prior to the opening of the League meet. Invitations are to be sent to clubs in all directions to participate in the run. Washington, Baltimore, Pittsburg, and Philadelphia delegations will fall in line with the riders at New Brunswick, N. J. New Yorkers, Boston, and all other eastern delegations will start with the main column at Newark. All along the line club representations will join the run until by the time Long Branch (eight miles before reaching Asbury Park) is arrived at fully 4,000 men are expected to be in line.

The Press Wheelmen met again Friday afternoon and elected thirty-six new members. A suitable clubhouse was reported in City Hall Place, but no final decision was arrived at. This club intends joining the L. A. W in a body some time during the summer. The Press Wheelmen and the organization made up of newspaper men and cycling writers have no connection, reporters and writers alone composing the membership of the latter.

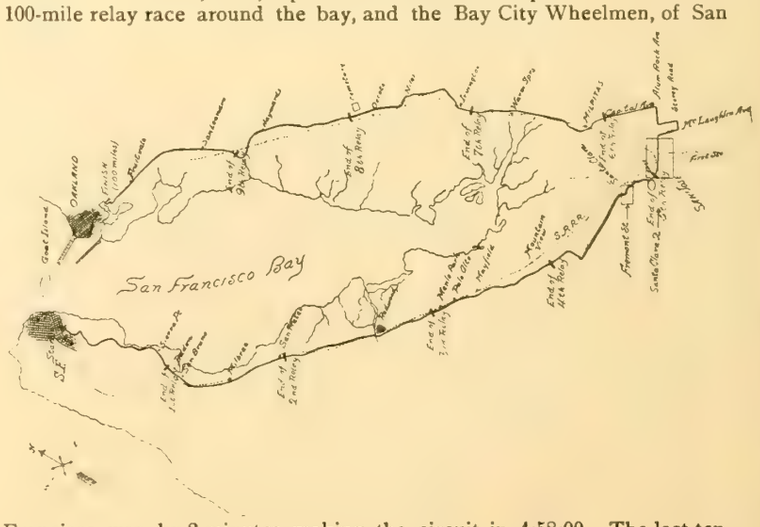
The programme of the New York state division meet in Brooklyn this year comprises theater parties, wheelmen's ball and reception at Coney Island, big race meet at the new third-mile Manhattan Beach track, and a huge cycle parade. Three New York state championships will be decided at this race meet.

D. M. Adee was elected president of the Liberty Wheelmen at their election held Friday night. H. J. Valentine was appointed delegate to the M A. C. C. Seven new members were elected and it was announced that the new clubhouse at 309 Gates Avenue would be ready for occupancy by May 1.

The most recent addition to the riding schools of New York is the Lion Park Cycling Academy, 107th Street and Columbus Avenue. C. J. Dimick is manager.

BAY CITYS WIN THE RELAY.

SAN FRANCISCO, CAL., April 7.—Seven clubs competed in the annual 100-mile relay race around the bay, and the Bay City Wheelmen, of San



Francisco, won by 2 minutes, making the circuit in 4:58:00. The last ten miles were ridden by Ziegler, Edwards, Harbottle, Wells, Foster, and Castleman. Last year the Garden City Cyclers won the trophy (the Varney cup) in much slower time.

No Sliding Scale of Prices Here

The Waverley is sold at the very lowest price at which a strictly high-grade machine can be constructed, and that price is not deviated from under any circumstances. When you pay the full list price for our wheel you can rest assured that you are getting *honest value* for your money—that no friend(?) of yours, who has been urging you to buy the Waverley, has made a commission on the side. We do not believe in "robbing Peter to pay Paul." Your money is just as good to us as that of your friend. If the Waverley is not good enough to warrant you in recommending it to your friends, don't do it. On the other hand, if it has given you perfect satisfaction and you are interested in seeing your friends get honest value for their money, do not hesitate to recommend the Waverley, and tell them at the same time that you *are not paid* to recommend it, as is the case with some other lines.

Whenever you see this front fork (nickel plated half way up) you will know it is a Waverley and that the owner paid full list price, getting *honest value* for his money.



THE WAVERLEY FRONT FORK.

More than twice as many Waverleys have been sold since Jannary 1 as any other make of high-grade machine in the world.

HONEST VALUE ALWAYS WINS. CATALOGUE FREE BY MAIL.

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INDIANA BICYCLE CO.,

Indianapolis, Ind., U. S. A.

GOOD RACING IN FRANCE.

Robertson Loses one Race and Wins Another—Linton Gets the 100-Kilometer Record by a Narrow Margin.

PARIS, March 25.—Owing to the wretched state of the weather yesterday, the meeting at the Buffalo track had to be postponed. Up to the very last moment, it was hoped that the sky would clear up and allow the races to be run, but the track was flooded when the first event should have been started, and it became necessary to postpone for a week the inauguration of this season's open air racing.

The early part of the day was fine; it is true the sky was overcast, but no rain had fallen, and thousands of wheelmen who had been compelled to stay indoors during the long winter months, brought out their wheels and went for a ride. As early as 8 o'clock, the Bois de Boulogne was crowded, a large portion of the riders being of the fair sex. What a "helter-skelter" when the rain began to fall, transforming the roads into lakes of mud and slush. The early risers had decidedly the worst of it yesterday and the sluggards for once could say that their laziness served them to good purpose.

It goes without saying that the winter track profited largely by the deplorable atmospheric state of things, and

An Immense Crowd Invaded the Palais des Arts Liberaux

to witness the races. The programme was a very interesting one and the cash distributed as prizes amounted to 2,500 francs. The Cassignard and Holbein races were the two features of the afternoon.

The proceedings commenced with a 900-meter handicap which was very successful; the several heats and the final were well fought out and gave rise to some very close finishes. Cissac, Morin, Ascanio, Croissy, Laurier, and Vasseur won their respective heats and the final went to Croissy (fifty-five meters), who just managed to beat Morin (fifty meters) after an exciting struggle.

The preliminary heats of the Prix Cassignard were won by Maurice Farman over Jallu, Baras over Méline, Jacquelin over René, Robertson over Croissy, and Muringer over Morin. Farman was disqualified for having fouled Jallu and the two final heats were won, the first by Muringer over Baras, and the second by Robertson, who very cleverly beat the crack rider Jacquelin.

The final was run off between Baras, Robertson, and Muringer, and the result was rather a surprise. The first two laps were covered at a funeral pace, amid the hooting and the shouting of the public, who will not have ow racing at any price. Just before the bell rang for the last lap, Baras, who occupied third position,

Jumped from the Top of the Banking

and was twenty meters ahead before the other two could get under way. Despite their efforts they could not catch up to the leader, who won by ten lengths. Muringer beat Robertson for second placc.

The Prix Holbein, a fifty-kilometer race with pacemakers, with prizes of 600, 250, 100, and 50 francs, brought out Fossier, Muringer, Bouhours, Robertson, Michael, Vasseur, Gibert, Laurier, and Croissy. Muringer got away first with Bouhours close behind. Little Michael, who had a bad start, was in tenth position, but the brothers Linton and Darchy, on a triplet, took him in hand and gradually brought him up to the front. The pace then became terrific. Croissy and Vasseur (the latter had a very high gear) gave up before five kilometers were covered. Muringer was the next to go, and Fossier and Laurier were several laps behind when the twentieth kilometer was reached. Michael made repeated attempts to drop Robertson and Bouhours, but without success. The pace continued furious notwithstanding the fact that one of the corners had become dangerously slippery, the rain having filtered through the cracks in the glass roof down on to the track. Forty-four kilometers 220 meters (record 45 kilometers 433 meters) were covered in the hour. The three leaders, as the end approached, sought to place themselves for the final rush. Robertson, who was in front when the bell rang, went off first and legged it so fast that the other two couldn't catch him. After a hard struggle Michael beat Bouhours for second place, and Fossier finished fourth. The time by ten kilometers was: ten kilometers, 13:26⅘; twenty kilometers, 26:42; thirty kilometers, 40:30⅗; forty kilometers, 54:07; fifty kilometers, 1:08:17.

The fifty-kilometer record is held by A. V. Linton in 1:05:59⅖.

Linton Gets a Record.

PARIS, March 28.—A. V. Linton succeeded yesterday in his attempt to lower the 100-kilometer record. The task proved a very hard one and it was only in the last four kilometers that he got inside the record. His time was 2:20:22; previous record, 2:20:35⅖.

It is rather surprising that Linton should have made the attempt just after the publication of the new racing rules of the Union Velocipedique de France, which no longer recognizes records established on a covered track. In doing so he has simply proved that he is still the excellent stayer he was known to be, but nothing more. What also contributed to render his determination less explicable is the fact that the 100-kilometer race at the Buffalo track, which was postponed owing to the rainy weather, will take place next Sunday, and that Linton's name is down on the programme as a certain starter.

A splendid opportunity was offered to him there to obtain possession of the much coveted title of "Recordman des 100 kilometres," and, moreover, to pocket the handsome stakes put up by the management in case of success. However, for reasons best known to himself, Linton preferred to make the attempt at the winter track, and although he covered the distance in 13 seconds under record time, his performance can hardly be placed on a parallel with that of Jules Dubois, who, when he established his record, had to contend with a strong wind on a track which is notably slower than the Velodrome d'Hiver.

In next Sunday's race, Linton is bound to feel the effects of the terrible strain he was put to yesterday, and the 100-kilometer record, which J. Dubois considers his own property, is not likely to pass over to the foreigner's camp.

A large number of people assembled to witness the trial.

DAVIDSON AFTER CHAMPIONSHIPS.

MINNEAPOLIS, MINN., April 8.—Harley Davidson, the fast St. Paul man, denies the reports that have been going the round of the press to the effect that he had signed a contract with a big manufacturing firm in the United States and would ride in Class A on the L. A. W. circuit. He will ride a Canadian build wheel and will make an effort to capture the championship of Canada. The report that A. A. Hanson would shortly leave for Syracuse to go into training under Eck's tuition is also incorrect. Hanson will remain in Minnesota and endeavor to pile up more centuries to his credit than any other American rider, besides giving the world's record for twenty-four hours a try about July 4.

No action was taken last week on the bill that is now pending in the legislature to prohibit racing on Decoration Day. One of the best-informed of the newspaper men, who has been in attendance at every session, said to THE BEARINGS' correspondent this morning that there was little doubt that the bill would pass if it was reached during the present session. Every lawyer who has been consulted does not hesitate to pronounce the bill unconstitutional, and it is more than possible that, if it is enacted, its validity will be tested in the courts.

AN INDOOR CHAMPION.

To be a member of the Riverside Wheelmen, of New York, denotes that you're a scorcher. This club has produced many fast men in its day. "Riverside" Smith, Ray MacDonald, and Fred Titus are shining lights, while W. A. Barbeau is the latest candidate for championship honors. He holds the one-mile indoor Class A championship and has won forty prizes valued at $1,800. He rode his novice race at Flushing, L. I., in September, 1893. He has ridden a mile in 2:14⅖ on an eighteen-lap indoor track at Philadelphia; half-mile flying start in 1:05⅕, and a half-mile in competition in 1:07, all world's records. Barbeau is a nephew of G. W. Weymouth, of the Simonds Machine Screw Co., and hails from Merrimac Mass. He is seventeen years of age.



W. A. BARBEAU.

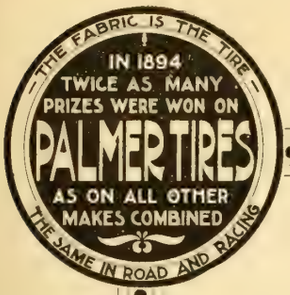
THE QUILL CLUB WHEELMEN.

NEW YORK, April 8.—A meeting of cycling writers of the daily and bicycle press was held yesterday at the Everett House to effect an organization which will probably be known as the Quill Club Wheelmen when the body has permanently decided on several matters left over until next Saturday, at which time the second meeting will be held.

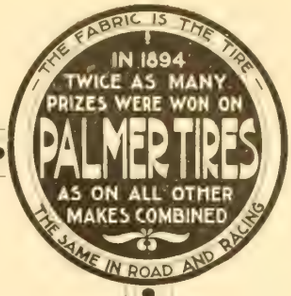
Those present yesterday were: F. Ed Spooner, general correspondent; George E. Stackhouse, sporting editor New York *Tribune*; O. P. Wilson, cycle editor New York *Times*; J. S. Pembleton, cycle editor *Morning Advertiser*; J. Curly, assistant bicycle editor New York *Recorder*; N. P. Taggart, correspondent, *United Press;* Dixie Hines, *American Wheelman*; J. B. Chapman, cycle editor *Commercial Advertiser*, and F. W. Van Sicklen, New York correspondent of THE BEARINGS.

Dixie Hines was selected temporary chairman and O. P. Wilson secretary pro tem. Communications from F. P. Prial, editor *The Wheel*; M. B. Macfarlane, cycle editor *Mail and Express*; Walter Heath, *American Wheelman*, and "Senator" W. J. Morgan, editor *American Wheelman* were read requesting that they be admitted among the charter members and expressing regrets at their inability to attend the initial meeting. It was decided to appoint two committees of three each to look after the membership and draft the constitution and by-laws, to be presented for approval at the gathering on Saturday next. Messrs. Taggart, Wilson, and Macfarlane were named on the membership committee and Messrs. Stackhouse, Chapman, and Van Sicklen were appointed to prepare the rules and regulations.

The initiation fees will in all probability be placed at $5 to all active members, with monthly dues at $2, while non-resident members will be admitted free on the approval of the club, with annual dues at $5. It is intended to send letters of invitation to all desirable newspaper cycling writers throughout the country.



•• TWICE AS GOOD AS OTHER TIRES ••



It is to be expected when they ride

PALMER TIRES

FAST GOING FOR JANUARY.

Texas State Records.

H. H. MADDOX, SAN ANTONIO AND LAREDO.

Jan. 19—Quarter-mile, competition	:32
Jan. 20—Two miles—fastest in state and competition	4:48
Jan. 22—Five miles—state competition and fastest in state	13:35
Jan. 23—Half-mile, unpaced flying	1:03
Jan. 23—Mile, flying paced	2:06 4-5

JAS. LEVY, LAREDO.

Jan. 23—Quarter-mile, unpaced	:30

L. A. CALLAHAN, LAREDO.

Jan. 23—Mile, standing paced	2:13 2-5

E. F. LEONERT, LAREDO.

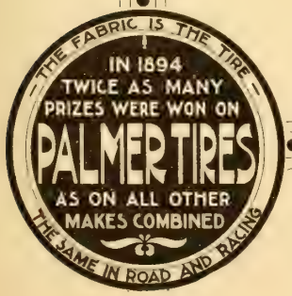
Jan. 23—Mile, competition	2:20 2-5

Palmer Pneumatic Tire Co., 46-48 Van Buren St., Chicago.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
65 Reade St., New York, and 159 Lake St., Chicago.

TWICE AS GOOD AS OTHER TIRES ••

TWICE AS GOOD AS OTHER TIRES •• TWICE AS GOOD AS OTHER TIRES ••





HE HAD AN INVENTION



The editor was busily engaged in operating a typewriter, which is a habit he has when he feels burdened with thoughts. The door of his *sanctum*, on which the legend "Private" appears, was opened and the visitor ushered himself in with a low bow and the inquiry, "Is the editor in?"

We assured him that the editor was in when he drew up a chair, seated himself, placed a large case which he was carrying beside him, and proceeded to make himself at home. He was a man of venerable appearance, with long, flowing, yellowish white whiskers and the mysterious gleam of the eyes that is usually supposed to indicate genius. His clothes were ragged and greasy and a suspicion of onions and whisky were mingled in his breath but he did not allow these little drawbacks to diminish the dignity of his bearing. He was polite and urbane to a superlative degree.

"Are you the editor-in-chief?" he queried, as if afraid he was making a mistake.

We assured him that he was talking to the editor-in-chief.

"You are a very young man," he said, doubtfully, not entirely reassured.



"Is the editor in?"

We plead guilty to the crime of being young and at the same time assured him that it was not our fault.

"I have an invention!" he remarked in an impressive tone.

We expressed a surprise which we did not feel and asked him what it was.

"It's a new tire," he said, in the tone of one who was revealing a state secret.

We had already surmised as much but refrained from saying so.

"It's not one of your pneumatic tires that gets punctured and is never good for anything afterward. It's an improvement on pneumatic tires."

We had felt this coming but had maintained a decorous silence.

"It's going to revolutionize cycling," he declaimed, and looked as if the editor would have been justified in fainting.

We again expressed a surprise which we did not feel and asked if we might see the invention.

"No, I can not show it yet. It's not patented. It is the most remarkable thing ever invented in connection with cycling or any other mode of locomotion. There is money in it, fortunes for a hundred men. Its ——" etc., for at least two columns.

We regretted that we were not to be permitted to see the wonderful invention and politely asked in what manner we could be of service to our visitor. (It was getting near the hour of going to press.)

"I'm looking for capital."

We assured him that he had come to the wrong place.

"But you can publish an article in your paper and tell the big manufacturers of bicycles about it."

We explained that without seeing the invention it would be somewhat difficult to give a lucid description of it.

"But you don't need to give a description. You may just say that it will revolutionize cycling and give my name and address. That will be enough."

We explained in as gentle a manner as possible that, owing to the fact that there were a vast number of cranks in the world who thought that they had inventions that were going to revolutionize cycling, manufacturers were chary about investing money in new inventions. Of course we did not doubt him, but the manufacturers might not believe us. We suggested that he get his discovery patented, and then show it to the manufacturers.

"That is just the trouble. Owing to a temporary pecuniary embarrassment I have not the ready funds to get the invention patented, but I will tell you what I will do"—and he lowered his voice to a whisper—"I will give a half interest in it to the man that will get it patented for me. Now"—in resonant tones—"what do you think of that? You may have the first chance."

We explained that we would want to be convinced of the practicability of the invention before we invested any money in it—not that we, in the least, doubted his sincerity, but that we had had a long experience in cycling matters, and were in a position to judge of the merits of the invention.

"I'll convince you soon enough," he said as he began to unstrap his case. "But you will have to satisfy me that you will never reveal what I am going to show you."

Then he made the editor bind himself by fearful oaths never to reveal what he was about to see, after which he opened his case. What it contained we shall not tell because of those bonds of secrecy which the visitor imposed.

We explained, however, after viewing the invention, that in our humble estimation we did not consider it practical.

"Young man, this is not a matter for a jest," he said solemnly.

We protested that we were not jesting.

"Then you really have the audacity to tell me that my invention is not practical, and that you will not spend the trivial sum necessary to get it patented in exchange for a half interest in it?"

We said in as gentle a manner as possible that he had not misinterpreted our meaning.

He began, in the most deliberate manner to put the invention back in its case. As he did so a tear rolled slowly down his nose and dropped



"It's going to revolutionize cycling."

off on the invention. We felt a touch of pity and thought that it would be a kindness to save him many a weary tramp and many a disappointing talk, and so we told him that his invention was not a new one; that it *had* been tried years and years ago; and that it had long since been proven impracticable and a failure.

He finished packing his invention in silence and then slowly rose to his feet, and, looking the editor squarely in the face, said in grave and impressive tones: "Young man, I am grieved and shocked to find that I have been imposed on. I called to see the editor. To find that I have been conversing with a mere stenographer who does not appreciate the value of an invention that is bound to revolutionize cycling, who has thrown away an opportunity of making a fortune, is, indeed, a humiliation.

"I trust that you will pardon me for taking up your valuable time. Good-day, sir. Good-day. I will call again when the *editor* is in."

NEWS FROM LENZ.

NEW YORK, April 10.—Dr. J. H. Worman, of the Outing Publishing Co., received a cablegram today that may throw some light on the fate of the missing Lenz. The cablegram announces that Lenz arrived at Chilgani safely about May 9, 1893. He became the guest of a man named Abak Parsagh, and was in good health and excellent spirits. The inhabitants came to see his bicycle, at which they marveled greatly. He left Chilgani the following morning, and told his host he was going to Erzeroum. A month later the villagers heard that he had been killed in the vicinity of Koord Ali.

Koord Ali was one of the villages in the mountains through which Lenz had to pass when crossing the mountains to Deli Baba. The latter place is the first village in the mountains, and is about five miles from the Armenian village of Zedikan, the last Armenian village on the plains.

Well Hardly.

It may be—and we would remark that there still exists a fine virtue in your "may be"—that if Sanger, Johnson & Co. do turn pros and go to Paris, then, to quote the American press, "the Frenchmen will have an opportunity of seeing the cream of the American path throw dust in the faces of the best French riders." But pray how about Pontecchi, Lehr, and Houben—especially Houben? May not they get to the front in the dust-throwing game?—*British Sport.*

THE PUBLIC APPROVE.

With the advent of spring come visions of happiness to the cycler. Year by year there has grown up in the public mind a young tree of knowledge in regard to the benefits as well as the pleasures attached to the pastime of cycling.

When the word benefits is used, reference is not intended to the spoils of the race track as evidenced by the diamond rings and studs appearing on the fingers or in the shirt fronts of the kings of the track, the thousand-dollar pianos in their parlors, the medals and cups displayed upon their breasts or dangling from their belts in multitudinous array. Reference to all these benefits in their way is not intended, but the word is used in its relation to health and happiness.

When pleasure ministers to health, happiness is the outcome; when pleasure, or what is mistaken for pleasure, ministers to ill-health, unhappiness is the result. Right here comes in the value of cycling. It is pleasurable. Not only is it productive of pleasure, but it is productive of pleasure of the right kind—the kind of pleasure which induces and protects health and perforce the happiness which can not be had without all that a healthy state of mind and body implies.

The public is learning how to use the bicycle, the public is learning to like the bicycle, the public is learning that it can not do without the bicycle, and the public will rule, Vanderbilt the elder to the contrary.

An All-Day Ride.

Sweeter far than honey is the free, free air,
Blowing where it pleases, with no thought of care;
Sending through the spokes of my light roadster wheel
Just enough of music's charms to make me feel
All there is in life beneath the wide, blue sky,
All there is in life with jolly comrades nigh,
All there is in life when with a cycler's pride
I push my brave "Columbia" on an all-day ride.

Your sister, your wife, your sweetheart, the children, all will thank you for a set of the bicycle dolls issued by the Pope Manufacturing Company, Hartford, Conn. The Publishing Department of the Pope Company will send them for five 2-cent stamps.

A Knowing Canine.

WITTYWAG: "Have you noticed how a Skye terrier will always prefer to run after a Columbia bicycle instead of a machine of any other make?"

FATTYFRIEND: "Is that so? What's the reason?"

WITTYWAG: "Well, the only reason I can assign for it is that, as his name implies, the Skye terrier has lofty ideals and aims high."

An 1894 invention has become the leading feature of the year in bicycles. Although the Columbia makers knew they had a rare good thing in their crank, they held off and tested it for a whole year on hundreds of racing machines before making it a part of their entire output. The Columbia crank shaft mechanism is the strongest, simplest device ever put upon a bicycle, and it is giving satisfaction everywhere.

A True Story.

The scene was a race track on the circuit last year, and nearly all the cracks were present, among them the three flyers who compose the Columbia racing team of this year, Ray Macdonald, Eddie Bald, and W. F. Sims. In one of the events the first named rider was making a tremendous burst on the home stretch, while the other two were watching the race from the edge of the track near the dressing-rooms. Every one was on tip-toe of excitement. Women jumped to their feet and waved their handkerchiefs, and men shouted and frantically cheered on their favorites, and Sims *bawled* "Macdonald."

Do you buy a wheel this year? Then the Columbia art catalogue should be well studied first. It will convince you that this is a Columbia year. Better still, compare Columbia bicycles with others. Talk with those who have already bought Columbias.

"It climbs hills like the wind!" is the way one enthusiastic purchaser of a Model 40 Columbia puts it.

A WONDERFUL CHANGE.

It is interesting to pick up the cycling journals of a few years back and compare them with those of today. The change is wonderful. Nearly all the trade papers catering to the now great industry of cycle building show signs of material increase and prosperity and evidence a healthy growth.

It is not this feature alone which strikes the critical eye, however, when turning over the pages of the American cycling trade paper of today. Where are the advertisements of the English manufacturers? Echo answers where. They have vanished. Utterly and completely have they disappeared, and the pages of our native cycling press know them no more.

This is instructive. It is a fact that speaks for itself. With our cycling journals nearly all doubled, trebled, quadrupled in size, there is scarcely an advertisement of an English manufacturer from cover to cover, and there was a time when the descriptions of imported English wheels dominated the pages of the American cycling press.

That time has gone by, however, and the tables look as though they might be turned. Columbia bicycles, for instance, the standard American machine, are selling largely in France, Germany, and Italy, and the English regard it as the type from which they can gather the most advanced ideas in cycle building.

They Follow the Leader

THE triumphant progress of *our* Single-tube Tire in popular favor has compelled nearly every maker of bicycles either to adopt it or attempt to find a substitute. Comparison of 1894 and 1895 Catalogues will almost invariably show something like the following

"Deadly Parallel"

1894

"Makers who loudly claimed the wonderful superiority of their single-tube (hose-pipe) tires have gradually been obliged to seek substitutes in the double tire, and in a comparatively short time the former will become extinct."

1895

"We introduced last season upon the racing path a racing tire made up in the single-tube form for the sake of lightness. It proved to be a remarkably fast tire, and for that reason, as well as on account of its light weight, we have concluded to list it in the form of a road tire of 1⅝ inches sectional diameter and weighing about 1½ pounds each.

"On account of the fact that ounces saved at the rim of the wheel are almost equivalent to pounds saved in any other part of the bicycle, we recommend to riders who desire an especially light machine wood rims fitted with single-tube road tires."

But it is well to remember that there are single-tube tires *and* SINGLE-TUBE TIRES. We have learned how to make this matchless form of tire by years of costly experiment, and those who follow have yet to learn what we already *know*.

Hartford Rubber Works Co.
HARTFORD, CONN.

ROGER B. McMULLEN & CO., General Selling Agents, 139 Lake St., CHICAGO. 309 Broadway, NEW YORK.

Hartford Single-Tube Tires

The Speediest, Most Resilient, Most Durable, Easiest of All to Repair.

You can have these famous Tires on any bicycle if you insist—and in this case it is wise to be firm in your insisting.



We Tall Men and You Short Men

can shake with the medium-sized men.
Victors are made to fit any size this year.
The same old story—Victors 'way ahead.

OVERMAN WHEEL CO.

Makers of Victor Bicycles.

BOSTON. NEW YORK. DETROIT. DENVER.

Pacific Coast:

SAN FRANCISCO. LOS ANGELES. PORTLAND.

THE CRAZE EXTENDS TO QUAKERVILLE.

PHILADELPHIA, April 7.—The Centaur Bicycle Club, the swell cycling organization of this city, inaugurated a series of indoor rides last night at the large armory of the Third Regiment, N. G. P., and it was highly successful from every standpoint. It was practically the opening event in the history of this much talked-of club, and if last night's affair can be taken as a criterion, this form of entertainment promises to become very popular in this city. The elite of the city were there to add to what was really a brilliant scene. The large armory was handsomely decorated with flags and bunting and presented a beautiful appearance.

There was no racing on the programme or anything tending in that direction, the time of the 200 riders or more being employed in

Riding in a Go-as-you-please Manner Around the Floor.

Music was furnished by the Third Regiment band of twenty pieces. In addition to the riders the two large balconies were crowded with members of the 400 who took great interest in the proceedings.

During an intermission a collation was served in one of the company rooms and the inaugural ride was voted by all the members and those present as one of the most unique and successful affairs ever given in the city The affair will be repeated next Saturday night.

An intercollegiate bicycle league composed of the various colleges of the country is now proposed and it is not at all unlikely that it will be carried through. Bicycle racing has grown to such an extent within the past few years that the collegians have decided that an association should be organized to foster this branch of the sport. If such a league is organized it will be an entirely separate body and will have no connection with the Intercollegiate Athletic Association. The plan has received the indorsement of Harvard, Columbia, Cornell, and the University of Pennsylvania wheelmen and

A Permanent Organization May Result.

If the scheme is successful it is the idea to hold the races to decide the championship either before or after the annual games of the I. C. A. A. In the past these races have not been run on the best of tracks and as a result the riders have been more or less handicapped; in fact so much so that the want of a track better adapted to the purpose has asserted itself.

There will be three national circuit meets in this city this year. The first will be held by the South End Wheelmen in June, while a little later the Riverton Athletic Association will give one. The third will be given under the auspices of the Associated Cycling Clubs in September. In former years one circuit meet has been deemed sufficient for the Quaker City, but with a hustling Racing Board chairman in its midst the wants of Philadelphians will be better attended to in the future.

The Efforts of the Associated Cycling Clubs

to secure control of the track and grounds of the Tioga Cricket Club are not likely to be of any avail because the demands of the cyclers are such that the Tioga Club could hardly afford to accept them. The committees selected from both organizations to confer about the matter met on Thursday night for the purpose of coming to some kind of an agreement but failed to do so. The plan of the Associated Cycling Clubs is this, they want to assume the financial responsibility of the association, add new improvements to the track and grounds, control all the receipts and expenditures, and govern cycling, leaving the management of other sports, such as cricket, football, and tennis, to the Tioga Cricket Club. The latter organization.

Does not Take Kindly to this Plan,

however, and think they might just as well disband altogether if they were to agree to any such scheme. The Tioga Club at present is not a rich organization, but is steadily growing and has very little debt. The rent of the grounds including the track is but $750 per year, the whole tract having an area of over fourteen acres. The Associated Cycling Clubs paid the Tioga Cricket Club $650 just for one day's use of the track at last year's national circuit meet and this is one of the reasons why they want to control the track. The meeting finally broke up with the understanding that each committee report the result to its respective organization.

HOUBEN CRAWFISHES.

NEW YORK, April 9.—The Zimmerman-Houben match is off, and the question of superiority between the two will probably never be settled. Monday Zim received a cablegram from W. J. Walford which said that negotiations had been broken off: The race was to be run without a stake rather than it should fall through, but Houben refused to meet the "Skeeter." M. Baduel was so anxious to have Zim return to France that he had offered to pay Zim $5,000 and his expenses, providing he would ride two other matches.

Zimmerman had begun training and will keep it up, as he leaves for Australia August 8. He will not ride in the professional race at Waltham on Decoration Day unless $5,000 is guaranteed him.

The Sanger-Johnson match is still smoldering. Dave Shafer is here waiting for Eck, who is one day late in his appointment.

The Cleveland Light Guards have placed their order with the Ohio Rubber Co. for fifty Triangle wheels. A club of about seventy-five letter-carriers and clerks in the Cleveland postoffice have also placed their orders for wheels of the same make.

OFF FOR A LONG JOURNEY.

At least 2,000 people stopped all traffic at the corner of Dearborn and Madison streets last Wednesday. Cable cars were stopped and curious spectators climbed on top of the cars to see Mr. and Mrs. H. Darwin McIlrath start on their journey around the world. Promptly at 12 o'clock six or seven Illinois Club men forced their way through the crowd. Following them were ten members of the Ladies Knickerbocker Club. Then came Mr. and Mrs. McIlrath. The spectators cheered and they disappeared from view in the crowd. They made their first stop at the Illinois Clubhouse, where a lunch was had. Then Mr. and Mrs. McIlrath resumed their journey toward the setting sun.

They are headed for San Francisco. Their route, as laid out, is as follows:

Chicago, Dixon, Ill.; Clinton, Cedar Rapids, Des Moines, Council Bluffs, Iowa; Omaha, Lincoln, Grand Island, Neb.; Denver, Pike's Peak, Colo.; Cheyenne, Laramie, Green River, Wyo.; Salt Lake City, Ogden, Utah; Elko, Reno, Nev.; Sacramento, San Francisco, Cal.; steamer by Occidental and Oriental Steamship Line to Yokohoma, Japan; Kioto, Osako, Nikko, Kamachura, Papenburg, Japan; Occidental and Oriental steamship to Hong Kong, Canton, China; the Himalayas, Bankok, Siam; Rangoon, Burmah, Calcutta, Benares, Lucknow, Cawnpore, Agro, India; Jask, Teheran, Tabriz, Persia; Erzeroum, Constantinople, Turkey; Athens, Greece; steamer to Italy; Tarento, Pompeii, Rome, Florence, Venice, Milan, Nice, Italy; Toulon, Marseilles, France; Barcelona, Valencia, Carthagena, Gibraltar, Spain; steamer across channel; Tangier, Cadiz, Africa. Return by steamer to Gibraltar, Spain; Lisbon, Portugal; Madrid, Spain; Bordeaux, Orleans, Paris, France; Brussels, Belgium; Frankfort, Germany; Vienna, Austria; Berlin, Germany; Warsaw, Poland; St. Petersburg, Russia; steamer to Stockholm, Sweden; Christiania, Norway; steamer to Great Britain, Scotland, England, Ireland, entire; steamer to New York, Buffalo, N. Y.; Erie, Pa.; Cleveland, Toledo, Ohio; Fort Wayne, Ind ; Chicago, Ill.

The tourists ride Fowler wheels fitted with Palmer tires, Christy anatomical saddles, and Spalding cyclometers.

AROUND THE COUNTRY'S EDGE.

The invited worm will turn. The editorial and mechanical forces of cycling journals, gorged with the sensational announcements and narratives of cycling globe trotters and transcontinental scorchers, are about ready to smite, hip and thigh, whomsoever mentions these abominations to them. But personal feelings must stand aside for the amenities of business life, and as a matter of fact these long-distance performances, regarded from an athletic standpoint, are sometimes remarkable.



T. W. WINDER.

The latest claimant for attention is "Tom" Winder. Winder's ride is the result of a wager with a friend and to win it he must wheel around the edge of the United States, keeping as close to the border line as possible. Starting and finishing at the Clay monument in New Orleans, the course which he is attempting to cover is the longest that has ever been undertaken by a rider, with or without a time limit. The distance, as closely as it can be estimated, is 21,600 miles. As the time allowed for the ride is 300 days, Winder, to win, must average about seventy-two miles a day. This ride, if accomplished, will be one of the most remarkable physical achievements on record, for there will be many days when the rider's progress will be interrupted by storms and bad roads, and to keep up an average of seventy-two miles he must ride many a century.

The ride is being made upon an Eclipse fitted with Morgan & Wright tires. Mr. Winder is a newspaper man, the editor of the Warsaw (Ind.) *Wasp*. While on this trip he will furnish a series of articles for the Buffalo *Express*.

INVESTIGATING ROAD MATERIALS.

The United States Geological Survey is making an investigation of the utility of the varieties of stones in this country in constructing roads. Various experiments are being made to determine the comparative value of the materials, and the details of the methods followed by other countries in collecting stones designed for use on highways and in testing them in fields and laboratories have been called for.

The state department has been asked to transmit carefully prepared inquiries to the proper bureaus in France, England, Germany, Austria, and Italy. The various countries are asked to make reports on the question: "Is there any systematic method whereby the stone to be used in highway construction is collected and tested, and if so, what method?"

All the champions who "beat time" soon find that it is time that beats them.

AT LAST, A PRACTICAL UNICYCLE.

BOSTON, MASS., April 8.—It really looks as if the unicycle had been invented. E. N. Higley, an inventor, who has taken out about forty different patents, has at last produced a unicycle weighing but 54 pounds that can be successfully ridden in a circle and guided at will, without falling.

The unicycle has been the particular will o' the wisp which has led crank inventors over many dark morasses. There have been innumerable attempts to invent a single wheel that was successful, and as many claims have been made that the thing had been accomplished.

The latest incident of the kind will be remembered by cyclists everywhere. Victor Boulanger, a tall Frenchman of Boston, got Josiah Quincy interested in his scheme and after some time he succeeded in putting together a conglomeration of wheels that he called a unicycle. The machine consisted of a single large wheel carrying a seat in its center, from the bottom of which depended a shaft carrying a cogged wheel. These cogs engaged in other cogs on the inside rim of the large outer wheel. The seat and its shaft was fastened on a pivot and when in rest the shaft swung away several degrees from the perpendicular. The weight of the rider deflected the shaft swinging on its pivot and the cogs engaging, the whole apparatus moved.

Boulanger Rode into the Canal.

It was a huge affair and was clumsy and unwieldy in the extreme. After repeated trials Boulanger took it to Northampton where he essayed to ride it on the bank of the mill canal there. He got into it all right and the thing started off in great style. But the trouble was he could neither stop nor steer it. He got going down the bank of the canal at a rate of about 60 miles an hour and found to his great delight that it was impossible to get out. There was just one thing to do and he did it, and plunged into the canal. Then he became very much tangled up in the gearing of the machine and it was with great difficulty that he was rescued from the water.

That finished the career of the unicycle.

But this machine which was tried in the Back Bay Park Thursday morning by William D. Wilmot, well known in cycling circles, is easily



managed, guided, steered, stopped, and controlled. There was an interested crowd of cycling experts and writers gathered at the park, having been bidden to see the first trial in public.

Mr. Wilmot started off without trouble and for two hours and more, with short intervals of rest, he rode the wheel all around the park ways. The great difficulty with all previous efforts at construction in this line has been the inability of the rider to propel the machine in a circle. This machine was repeatedly driven in a forty-foot circle and has been ridden in Mechanic Building without trouble.

The Wheel is of Aluminum

and stands 7 feet 3 inches high. It consists of an outside rim which carries a huge pneumatic tire. In the middle is a smaller wheel just about big enough for a man to crawl through, and these two concentric wheels are connected with strong steel spokes. In the center of the inner wheel is a saddle and handle-bars. A double gearing operates the unicycle, both rims of which revolve about the rider. The power is applied by friction. There are no teeth which engage. The saddle and all bearings are ball bearings, and the entire thing moves easily and without much friction.

Mr. Wilmot says that it conveys to the body of the rider the least vibration of any wheel he ever rode. The traction wheel is so immense that it rides over small obstructions such as stones and similar obstructions, which usually annoy the cycle rider, without so much as a suggestion of their presence.

The wheel is steered by the changing of the center of gravity of the rider's body. When he wants to go round a corner, he leans out toward the corner and the wheel answers readily, being very sensitive. Mr. Wilmot says that he has had about twelve hours' practice and says that to any one at all familiar with cycle riding it would not be difficult to learn.

This wheel will not be used very extensively probably, as it is such a huge affair that it would scare a horse out of his wits. Its inventor, Mr. Higley, does not claim any advantages for it over the safety now in general use, but he does claim that he has produced a unicycle which can be ridden, guided, and stopped at will. He says that he could put them on the market for $150. In 1878 Mr. Higley invented a double-power tricycle.

THE NATIONAL CIRCUIT.

Chairman Gideon has just announced the dates of the national circuit. It has been hard work, but Mr. Gideon has done the best he could, and while he may not please every one he is bound to suit the majority. The circuit is as follows:

May 30—Plainfield, N. J. (Crescent Wheelmen).
June 8—Clinton, Mass., Clinton-Lancaster Association.
June 11—Rochester, N.Y. (Lake View Wheelmen).
June 12, 13—Syracuse, N. Y. (Syracuse A. A.)
June 14, 15—Brooklyn, N. Y., New York Division Meet.
June 17—Boston, Mass., Press Cycling Club.
June 19—Waltham, Mass.
June 22—Philadelphia, Pa., South End Wheelmen.
June 25, 26—Wilkes-Barre, Pa., West End Wheelmen.
June 29—Kings County Wheelmen. Brooklyn, N. Y.
July 3—Paterson, N. J., Tourists' Cycling Club.
July 4—Bridgeport, Conn., Connecticut Division Meet.
July 6—Riverside Wheelmen, New York.
July 8, 13—Asbury Park, N. J., National Meet.
A Week's Rest.
July 20—Baltimore, Md., Maryland Division.
July 23—Williamsport, Pa., Keystone Wheel Club.
July 25—Steubenville, Ohio, Steubenville A. C.
July 27—Cleveland, Ohio.
July 30—Dayton, Ohio, Dayton Bicycle Club.
August 1—Wauseon, Ohio, Wauseon C. C.
August 3—Toledo, Ohio, Toledo C. C.
August 5—Fort Wayne, Ind., Fort Wayne C. C.
August 7—South Bend, Ind., South Bend C. C.
August 9, 10—Chicago, Ill., Associated Clubs.
August 13, 14—Minneapolis, Minn., Minnesota Limited C. C.
August 16, 17—Marinette, Wis., Wisconsin Division Meet.
August 19, 20—Milwaukee, Wis., Associated Cycling Clubs.
August 22, 23—Mt. Clemens, Mich., Mt. Clemens Wheelmen.
Canada Trip, August 24-30.
August 31—Buffalo, N. Y., Cycle Track Association
September 2—Hartford, Conn., Hartford Wheel Club.
September 11, 12, 13—Springfield, Mass., Springfield Bicycle Club.
September 14—Waltham, Mass.
September 17—Paterson, N. J., Silk City Bicycle C.
September 19—Reading, Pa., Penn. Wheelmen.
September 21—A. C. C. Philadelphia.
September 27, 28—Baltimore, Md., Maryland Division.
October 5—St. Louis, Mo., Associated C. C.
October 9—Pastime A. C., St. Louis.
October 11, 12—Council Bluffs, Ia.
October 15—Omaha, Neb.
October 17, 18, 19—Denver, Colo.
October 22—Pueblo, Colo.
October 25, 26—Salt Lake, Utah.
October 29, 30—Hot Springs Association, Hot Springs, Utah.
November 1, 2—San Francisco, Cal., Bay City Wheelmen.
November 5, 6, 7—Garden City Cyclers, San Jose, Cal.
November 9—Los Angeles, Cal., Los Angeles Wheelmen.

Other Sanctions Granted.

July 3, 4, 5—Ohio Division Meet, Canton, O.
May 2—Pastime A. C., New York, N. Y.
March 30—Memphis C. C., Memphis, Tenn.
May 24, 25—Fountain Ferry Association, Louisville, Ky.
September 11, 12, 13, 14—Fountain Ferry Association, Louisville, Ky.
September 2—Portsmouth C. C., Portsmouth, O.
April 19—Garden City Cyclers, San Jose, Cal.
May 1—Tournament Fabiola, Oakland, Cal.
February 18—Pacific Coast Tournament, San Francisco, Cal.
February 22—Olympia A. C., San Francisco, Cal.
February 22—Duarte Wheelmen, Duarte, Cal.
February 22—W. J. Edwards, Oakland, Cal.
March 16—Academic League, San Francisco, Cal.
July 4—Bay City D. P. Association, Bay City, Mich.
July 4—Riverton Athletic Association, Riverton, N. J.
June 8—Riverton Athletic Association, Riverton, N. J.
May 30—Rampapa Valley Wheelmen, Ramseys, N. J. (one open event).
May 30—Columbia A. C., Washington, D. C.
September 2.—Trades Assembly, Utica, N.Y.
May 30—Cleveland Wheel Club, Cleveland, O.
July 4—Monadnock C. C., Keene, N. H.
July 4—Waltham Bi Park Association, Waltham, Mass.
April 19.—D. A. Donohue, Lawrence, Mass.

George Fitzsimmons, Charlotte, N. C., is suspended from Class A, pending investigation.

Oscar Osen, San Francisco, Cal., is suspended from Class B, pending investigation.

Something for Road Riders.

Realizing that many numbers of the Century Road Club may be deterred from sending in reports of their mileage because of the fear that their figures may appear insignificant beside the remarkably high aggregates of the successful contestants in the competition last year, the road records committee has decided to issue a certificate of meritorious riding to each member riding 5,000 miles or over during the current year. It takes pretty steady and consistent riding to make a record of 5,000 miles in one season, and the committee feels that it would be just and proper to recognize such a record in the manner indicated. Blanks for reporting mileage may be obtained from H. P. Waldon, 123 Fifty-first Street, Chicago.

Eddie Bald writes from California that he is rapidly getting fit. Ray MacDonald is under the weather and Bald has to do most of his training alone.

QUAKERS SWAMPED WITH ORDERS.

PHILADELPHIA, April 6.—The bicycle business of this city is the largest ever known and it is extremely doubtful if the great demand for wheels of all manufacture will lessen materially for some months to come. Dealers are away behind in their orders and in many instances persons have to wait days and weeks for a wheel. The Union Cycle Co. had a store full of wheels a few weeks ago, but they and many more have vanished. This branch is doing a great business and the factory has not been able to supply the demand made upon them by Manager Greer. He received a letter from the firm last week requesting him to sell wheels for spot cash only, as the demand was so great they could not afford to wait for their money.

This is about the condition of things all over and the 132 dealers of the city (this is the number of dealers in Philadelphia by actual count) have their hands full.

Many Stores are Open Day and Night

and even then can not come up with their business.

Frank N. Dampman, in addition to acting as the local agent for the Falcon, Derby, and Overland wheels, is manufacturing a wheel of his own called the Dampman. It is a light-weight machine and is listed for $100. It has already received a large sale.

The Waverley is now one of the most talked-of wheels in town and any one visiting the Philadelphia branch at 913 Arch Street last Saturday would have been fully convinced of the way they are taking hold. The store was crowded all day and the amount of business done indicates a regular boom for the Waverley in Philadelphia. The hustling and vigorous missionary work of Harry Simmons and Walter Bilyeu is now bearing fruit and the wheel has a strong foothold in several prominent clubs and can be seen daily in all sections of the city. The Indiana company's store is a popular headquarters for local cyclers and visiting wheelmen are always made to feel at home. The Waverley is destined to be a prominent factor in the Philadelphia trade in the future.

The first issue of Artman's Cycle Trade Directory appeared on Thursday, and it

Is Fully up to the Standard

of what was expected of it. James Artman, its compiler, is a well-known wheelman of Philadelphia, and business manager of *American Cycling*, published in this city. The book is an invaluable one to all connected with the bicycle business throughout the country. It contains exhaustive lists of the trade of all sections of the country, which it covers most completely. The directory will be issued annually by the Cycle Trade Directory Co. of this city.

LAKE VIEWS' CYCLE SHOW.

The Lake View Cycling Club, of Chicago, held a three-day cycle show, closing Saturday night. The affair was most successful and there was a large attendance. Friday evening was ladies' night and an unusually large number of the fair creatures was in attendance.

The exhibits were well arranged. The Hill Cycle Mfg. Co. had one parlor and the Monarch Cycle Co. another, while in another were Sieg & Walpole with the Sterling, Falcon, and Windsor. In a rear room were Cawthorne & Schloerer, makers of the G. S. C.; North Chicago Cycle Mfg. Co. with the Reindeer, and T. S. Pearce with the Pearce Special. Upstairs the Morgan & Wright, Webb, Dunlop, and Hartford tires were shown. Louis Jordan had the Telegram tandem and a line of Jordan Specials; A. G. Spalding & Bros. exhibited the Spalding and Credenda lines; L. H. Schmertman, the National and Union; Excelsior Supply Co., the Thistle; Thorsen & Cassady Co., the Thorsen, Stearns, Victor, and Lovell Diamond; Shirk Mfg. Co., the Zimmy and Shirk; the Kenwood Mfg. Co., the Kenwood; Mason & Mason, the Soudan; Cullman Wheel Co., the C. Blankcherm, the Blankcherm Special, A. H. Revell & Co., the Munger, Tribune, Eclipse, and Crescent; International Mfg. Co., the America; and Geo. E. Lloyd & Co., the Cleveland.

SOMETHING NEW IN ADVERTISING.

With this issue of THE BEARINGS the Palmer Pneumatic Tire Co introduces something entirely new in the advertising line. There have been many bicycle catalogues with poster design on the cover, but it has remained for the Palmer Tire Co. to issue the first poster of this nature to the bicycle trade. As is well known the poster craze is now the leading fad in all parts of the country, and every one has started a collection. A poster show was recently held in Chicago, and was attended by the swellest of swelldom. This latest poster will prove a valuable addition to the collection of the faddists.

The Palmer Tire Co.'s poster is handsome and unique. The grotesque lines are cleverly made to represent an up-to-date young lady in bloomers leading a club run. The colors are startling, yet they all blend so nicely that the poster is one of the handsomest issued. It is worthy a place on the walls of every cycle store in the United States.

Mr. Ottman, one of the best artists in this line, is the designer. The Bearings Publishing Co. is the originator of the idea, and is prepared to furnish figures to any firm desiring work of a similar nature. The Palmer company is prepared to send one of these posters to any address on receipt of 5 cents in stamps to cover expense of mailing. It will be sent rolled, in a tube, ready for use. Another poster will be issued next week by a Chicago bicycle concern.

TRADE NOTES OF INTEREST.

Shafer Will Open a Training School.

Dave Shafer, the well-known trainer of the Spalding team, has decided to open a training school in New York City for a week or ten days prior to the departure of the Spalding team for the south. Shafer has already received applications from members of the Riverside, the New Jersey A. C., the new Manhattan Athletic, and other clubs to give them a few points on racing, starting, and training, and if arrangements can be made with President Freedman the training school will be opened at Manhattan Field some day this week.

Rubber plays an important role in the valves; they are often in trouble because the rubber hardens and loses its elasticity. When this happens, the best thing to do is to take out the rubber washer and soak it in warm water for a few minutes until it recovers its elasticity. When a tire is deflated without any apparent reason, it is almost sure to be because the rubber valve is worn or hardened. When it is replaced all goes well.

The Searchlight is the name of a very clever lamp, manufactured by the Bridgeport Brass Co., of Bridgeport, Conn., which is giving general satisfaction to the trade and consumer. This lamp is nickeled, weighs less than a pound, and burns kerosene or signal oil—something the majority of lamps will not do. It is neat and compact, and in consequence of its many sterling qualities has a very extensive sale.

"Zimmerman Abroad and Points on Training," by J. M. Erwin and A. A. Zimmerman, will be ready for distribution about April 10. On sale by newsdealers and at all cycling headquarters. Sent postpaid on receipt of 50 cents directed to J. M. Erwin, Room 906, 218 La Salle St., Chicago. * * *

The Ohio Cycle Co., of Columbus, Ohio, held a cycle show March 28, 29, and 30. It had music, souvenirs, flowers for the ladies, a large attendance, and a good time. C. A. Boyle, of the Gormully & Jeffery Mfg. Co., and C. M. Jacobsen, of A. W. Gump & Co., were in attendance.

The Stodder Puncture Proof Tire Co., of Chicago, have a single tube pneumatic tire which they are about to put on the market, which they claim will fill a long felt want. The tire, while not possessing the resiliency of some tires, still has considerable life and is non-puncturable.

Corfe & Duff, of 1,926 Olive Street, St. Louis, have a really good article in the Noxall tire cement. It will stick a tire to either a steel or wood rim so tight that it is impossible for the tire to roll or creep. They will send you a sample if you write and mention THE BEARINGS.

The Eagle Bicycle Mfg. Co. has opened a branch store and salesroom at 726 Avenue D, Bayonne, N. J., with H. A. Hammond in charge. Mr. Hammond has been with the company several years, and for the past year has had charge of the New York state business.

The Monarch forty-page art catalogue is now on the press, and will be ready for distribution the first of next week. . The Monarch company is just in receipt of a large order from South America for Monarch wheels.

A. L. Randall, of the Randall Cycle Co., of Fort Wayne, Ind., has purchased the stock of bicycles and sporting goods of A. B. White. The latter will retire from the bicycle business.

T. J. Pomeroy has retired from the firm of Roberts & Pomeroy, of the City of Mexico. H. T. Roberts will continue the business.

Edward C. Toie has left the Sterling Cycle Works to join the traveling force of the Overman Wheel Co.

FALLING STARS.

Chicago is getting so orderly and virtuous that 326 policemen are to be dropped from the city pay rolls; but it will be just like her envious neighbors to attribute the matter to lack of funds available to pay them.

If it be a hardship to be thrown out of a job here, these "fallen stars" may strike a better one in California, where aerolites seem to command good figures. These don't all go to the museums, but, as intimated in a communication to the Baxter Register Co., are occasionally put to a commercial use:

SAN FRANCISCO, CAL., Jan. 15.

Gentlemen: We have hollowed out an aerolite and restored the surface, so that no superficial observer will discover that it has been tampered with.

It is to be placed in a field just outside the city, a keg of powder is to be touched off, and a handy reporter will make a grand scoop of it in the *Chanticleer*.

When popular interest has been sufficiently excited, and other papers rendered duly envious, we will have it opened, and show inside the goods of a patent medicine firm and several other concerns, properly stamped and labeled. The papers on the slope may be depended upon to give all the details of the sell, down to a full enumeration of the contents.

Do you catch on?

Your sales register is the best of the kind in the country, and costs so much less than any other that we could guarantee the sale of 1,000 of them if brought extensively to the notice of our merchants.

We have just room left for it and would do the business for you for $500. Dirt cheap, as we offer rocks from another world, besides having to whack up liberally with *Chanticleer*.

Respectfully, —— ———.

The Baxter Register Co. now begs to decline —— ———'s proposition through the columns of THE BEARINGS.

Wanted.

To sell one of the oldest and largest and most practical retail cycle businesses in one of the oldest and largest wheeling centers in the United States. Address X, care "Bearings."

THE BEARINGS
The Cycling Authority of Atlanta

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, APRIL 12, 1895. No. 6.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"AIM STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

SPECIAL

To Readers of Fowler Truth.

We have been so busy this week with a rush of business never before experienced by us, and having also on hand the matter of starting off H. Darwin McIlrath and wife on their tour around the world as "Inter-Ocean" correspondents, and who have chosen the Fowler wheel as their mount, that we have not had an opportunity to give our readers the announcement of this stupendous undertaking, as we had intended. Next week you may look for an extra edition of THE FOWLER TRUTH, which we will endeavor to make both interesting and instructive.

We are still doing business at the same old stand, except that we have taken almost double the amount of space in the two weeks, and the hum of machinery is louder than ever, owing to the fact that we have placed a great many more tools in order to meet the almost incredible demand for Fowler wheels from our agents. Look well to THE FOWLER TRUTH page for next week.

Change Their Tune.

Orlando, Fla., has, as you may say, gone bicycle crazy. Race meets are being held frequently and the interest is intense. You have no doubt learned by this time that Fowlers usually upset the nicest laid schemes and plans, and they have started in doing the same thing in 1895. It was the cry at Orlando before the race, "The way to do it is to do it on a ——," for the reason that Mr. Fitzsimmons, the southern champion, was entered against Huffstettler, the local champion. Huffstettler won first in every thing he entered, a total of eight firsts. And after the race the cry from the crowd was, "The way to do it is to do it on a Fowler."

The "Inter Ocean" correspondents,
Mr. and Mrs. H. Darwin McIlrath, ride
"The Fowler"
fitted with Palmer tires.

It is barely possible that some of our friends, the enemy, may remember a similar cry last Decoration Day at Chicago.

The Naming Contest.

Some time ago we offered $5 for a suitable name for a new style ladies' wheel we are getting out. We received some 650 names, and the one decided on is Queen Bee, and was suggested by the seven following persons, who have been remitted their proportion of the amount offered:

R. D. Spafford, 220 S. Hill Street, Fort Scott, Kas.

L. W. Fox, 431 Spring Street, Los Angeles, Cal.

W. W. Wilcox, 195 Lake Street, Chicago.

H. V. Beatty, editor "The Bureau," Walnut, Iowa.

R. R. Hawley, Forrestville, Conn.

Alfred Roetken, 73 E. Eleventh Street, Covington, Ky.

Mrs. H. Stone, Johnston Homestead, Cincinnati, Ohio.

It is a fact that the demand for the Queen Bee has exceeded our fondest expectations. Many write in to us regarding it, complimenting it highly, and saying that it is the ideal wheel for short skirts and bloomers, and add that it can be used better than any other wheel on the market for a combination wheel for ladies and gentlemen.

Fred Van Sicklen, at one time a noted Chicago cycler, who defeated all the cracks of that city, was in this city yesterday. Fred and a member of the Kings County Wheelmen indulged in a scorch to Coney Island, and the ex-Chicagoan showed the mettle he was made of by giving the Bedford Avenue club man his dust. Van Sicklen's mount is a Fowler seventeen-pound road racer, and the manner the rider can grind away at the cranks leaves no room to doubt the excellent qualities of the wheel.

—From the Brooklyn Citizen.

We would like to see two unpublished stories in print, one entitled, "How a Glass of Beer Knocked the Sale of a Large Cycle Factory," and "The Conversation between a Western Maker and an Eastern Maker, in a Board of Trade Meeting, as to the Contents of the Eastern Man's Repair Shop."

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

EFFECT OF AUCTION SALES.

About two years ago the cycling world was startled by the news that auction sales of bicycles were being held in various parts of the country. Such a thing was almost unprecedented. Manufacturers deplored it as injurious to the business, and the retail dealers in the towns in which the auctions were held beheld in them the ruin of their trade, and waged a relentless but usually futile warfare against the auctioneers. Auction sales became more and more frequent, and did, for a time, hurt the retail trade, but now ask any dealer who fought the auction business what its effect has been, and he will say that it was the best thing that ever happened. A notable instance was seen at the late Chicago show. Horace Bell, who auctioned bicycles all through California season before last, was introduced to a man whom he recognized as one who had done all in his power to prevent him (Bell) from holding an auction in his town.

"I am glad to meet you," said the man, who did not recognize Bell.

"Are you sure?" asked Bell, at the same time telling who he was.

"Yes, I am glad to see you anyway," replied the man. "You did more good to the bicycle business in my town than I can tell. Those heavy, out-of-date wheels that you unloaded kept our repair shops busy and the men who bought them, after becoming good riders, traded them in for new high-priced wheels. You made an army of riders of men who would never have bought wheels at list prices in the first place but who are now enthusiasts. Cycling has boomed since your auctions."

There is usually a reason for selling wheels at auction and the reason usually lies in the wheels themselves. The same applies to wheels that are sold at less than list prices. Occasionally the prices of high-grade wheels are cut but not often, and then only on a few machines. Our friends in the retail trade, therefore, need not think that business is going to the "demnition bow-wows" if they find that competing lines are being sold at cut prices.

"Hi" Martin and John Gibson are business rivals in Buffalo, but friends as well. Spring business opened with a rush in Buffalo, and at the close of a particularly busy day, recently, the two went out to sup together. They felicitated each other on the amount of business that they had done.

"Bring us a swell supper, limit $75," saidMartin to the waiter, according to the story, and he and Gibson opened their evening papers simultaneously.

"Look here," they cried in chorus as their eyes lit on an advertisement, which each pointed out to the other.

"Hi, waiter, make that order plain liver and bacon," called Martin.

The advertisement contained the announcement that a big department store would sell bicycles for $39.99.

The directors of the John Griffiths Cycle Corporation regretted to tell its stockholders that the past year's business had been unprofitable and that so far from being in a position to declare a dividend the directors were brought face to face with the fact that they had lost money. An important factor in this loss was the American business. When this corporation first began operations in the United States we regarded the matter lightly and prophesied that neither this corporation nor any other foreign one would be able to carry on a profitable business here. Some of our contemporaries devoted a vast amount of space to the matter and saw in it the practical demolition of the manufacturing business of the country. We could not be persuaded but that America was quite able to take care of its own trade and a bit besides. The result has justified our opinion.

THE ANDRAES DOING WELL.

MILWAUKEE, WIS., April 9.—Great activity prevails among the trade here. The Julius Andrae & Sons Co. is experiencing a hard time in making wheels as fast as they can sell them and its entire plant here is being worked to the full capacity and has been running over time for the past two months. Especial prosperity is reported through the state, where the Andraes are being met with great favor.

While the company will not have a paid racing team on the road this year, there are plenty of good men who will be mounted on Andraes. Among the fast riders are W. F. Sanger, A. Bingenheimer, A. Kruggmeyer, J. C. Schmidtbauer, W. C. Schrader, Don Pollock, R. Milliard, M. C. Ewing, and Emil Koehn. In the state some of the fastest riders have ordered their mounts from the Andrae company.

ANNUAL RAMBLER OPENING.

New York Branch of the Gormully & Jeffery Mfg. Co. Throws its Doors Open to the Public—Gotham Trade Notes.

NEW YORK, April 8.—The annual spring opening at the Gormully & Jeffery Mfg. Co.'s Brooklyn branch store, 415-17-19 Flatbush Avenue, was given last Thursday evening. It was attended by probably 2,500 people, who seemed to take as much interest in carefully examining the Rambler wheels, cleverly displayed, as in the entertainment part of the programme itself. Manager Schwalbach was at his best. He fairly beamed with pleasure and the happy glitter in his keen gray eyes was in itself one of the many features to be seen. Flowers, palms, shrubbery, and bunting made the huge place resemble a garden of the gods, more than the home of one of Brooklyn's popular wheels.

Professor Maltby in his dude act scored the laughing hit of the evening. Master Eddie Schwalbach continues to improve at each public performance, and by the time this infant prodigy has reached manhood he will have thought of and mastered feats on the wheel that are today considered impossible. After the entertainment dancing was indulged in by about 200 couples.

The riding school of Maltby & Robley, at 125th Street and Seventh Avenue, has grown too small for the large number of scholars who have found D. F. Maltby and his aids to be top-notchers at the game of instruction. Plans are being considered now for the enlargement of the school by the addition of an adjoining room the same size as the academy which, when the partition is taken down, will be about 160x150 feet in size. This will give Maltby & Robley the largest floor space in the city. The number of ladies who are being taught at this school far exceeds the male contingent.

There will be twenty-five or more

Lyndhurst Riders in the Irvington-Milburn

road race this year, and as Mr. McKee, of McKee & Harrington, said one day recently: "If the Lyndhurst finishes in first position this year we will feel more than gratified, simply because we do not offer any special inducements to men to ride our make of machine. Every man of these twenty odd riders in the big race will have bought and paid for his mount without having been promised anything from us, either in the way of a cash prize or present, in case of victory. We shall not spend as much as a 10-cent piece on a team this year. We do not believe it is necessary to hire people to ride Lyndhursts. We never did do anything of the kind and never expect to. In 1894, notwithstanding the fact that there were probably dozens of different makes of wheels in every one of the various New Jersey state championships, the Lyndhurst riders won every one of them. Is not that a grand showing? Last year we did not have a Class B man riding on our wheel, and yet the official records show that Lyndhurst wheels hold five American (and some of them are for the world) records at various distances. Out of all the Class B teams who were out on the circuit, the thousands of dollars spent, and all that, only one manufacturer gathered in more records than the Lyndhurst. These are quiet facts, nothing more. What do you think of them?"

Manager Willis, of the Park Row Cycle Co., had a rather seedy looking customer enter his store at 21 Park Row last Saturday, and in cunsumptive tones ask if that was the place where

Bicycles were Sold at $1 per Pound.

Mr. Willis said that the gentleman had hit the right place, whereupon the consumptive talking, seedy looker, after a deal of coughing, fumbled through his pockets, and finally laid down seven $1 bills and a 50-cent piece, with the remark, between coughs: "I'll take one of those Mungers." Willis failed to sell a machine to the gentleman, but did make him take along some of Prince Wells' chain graphite for that awful cough.

J. Van Benschoten, of Poughkeepsie, N. Y., holder of the official quarter-mile standing start unpaced record for Class A (:29⅖), spent several days of last week in Gotham. He is agent in Poughkeepsie for the Lyndhurst, Spalding, and Western Wheel Works' lines. Mr. Van Benschoten is a big fellow, 6 feet 3 inches in height, and weighing something over 200 pounds. He made his quarter-mile record on a 17-pound Lyndhurst on August 15 last at Poughkeepsie.

Fred Frisch, of 60 Cortland Street, has gotten out quite a novelty in the way of a "cycle pipe" for wheelmen's especial use. It has several strong points which should commend themselves to a cyclist smoker at first sight. Mr. Frisch has a monopoly on the cyclists' trade in that part of the city. He is an enthusiastic N. C. C. man and swears by the old Columbia machine of '86 vintage, which even now he rides periodically.

He is Not Unlike Karl Kron.

The upper floors of L. C. Jandorf & Co.'s uptown store at Broadway and Fifty-fourth Street, are used for instruction purposes, and are exceedingly well patronized. What a corner a man would have had on this riding school craze if six months ago he could have gained possession of every available place in the city.

Berrang & Zacharias, of Asbury Park, have moved into larger quarters in the postoffice building there. The old location was altogether too small for the business being done by these people. Mr. Zacharias is chairman of the press committee for the L. A. W. meet, and reports the busiest kind of a time attending to the duties of that office alone, not to speak of his cycle store rush.

Schoverling, Daly & Gales, agents in New York for the Sterling and

Gotham wheels, will open an uptown branch store and riding school at Forty-second Street and Broadway this week.

The Tribune line will have two worthy champions in C. A. Persons and K. H. Greive, who bave formed the Persons & Greive Co., with a store at Fifty-ninth Street and Eighth Avenue. This concern will probably handle other lines besides the Tribune, but the latter will be their leader. Charley Persons, of the Persons-Muller Saddle Co., is president and K. H. Greive, formerly of the Bidwell-Tinkham concern, is manager.

Tom Roe Gets a Job.

Tom T. Roe has been retained by the Bidwell-Tinkham Co. as manager of their instruction school, which is located on the third floor of the spacious building on Fifty-ninth Street, just west of the "Circle."

Manager L. B. Whymper, of the Crawford Mfg. Co.'s New York office on Reade Street, has been enlarging his place considerably of late, owing to the prosperous condition of trade in general. An air of quiet yet continuous "action" in Mr. Whymper's place suggests a system of conducting business that has been reduced to perfection. Crawfords sell at sight.

M. Jakobson's Renwick Hall riding school has comparatively the eastern district of New York, uptown, to itself. Scholars under the watchful eye of Frank Albert are turned out on the "while-you-wait" plan and sales are numerous. Renwick Hall is located at the corner of Eighty-sixth Street and Third Avenue. It has a floor space of 75x100 feet—"a total area of 7,500 square feet," as Manager Albert says. Opened March 1,

Its Growth has Been Marvelous

and at this date of writing as many as twenty or more pupils are continually in waiting for lessons, all day long. Renwick Hall was formerly used as a favorite place for holding private theatricals, entertainments, and dances. The surface is supurb. Monthly entertainments and exhibitions of fancy riding are fixtures there now, at which the hall is always crowded. The wheels handled are full lines each of the Smalley, Royal, Queen City, and Jakobson's Special. This latter is listed at $100; its weights are from 18 to 21 pounds. Two models only are made, both diamond frames at 24 and 26 inches. Later on a ladies' wheel will be built weighing 23 pounds. Any tire ordered can be fitted to the Jakobson Special. Their one leading feature is the improved open ball bearing case, the cap being easily unscrewed with the fingers, exposing the large balls to view. Mr. Jakobson is an inventor of several clever devices, and is at work now on a wheel which he says will revolutionize cycling.

J. S. Bretz, of the Liberty Cycle Co., 4 Warren Street, has hit upon a catchy idea of demonstrating the glass cutting propensities of the Liberty bearings. With a mysterious whisper to "come," he will tiptoe his way downstairs into the basement of the building, tell you confidentially to pick out any one of that pile of bearing cups, take the one selected from your hand, tiptoe gently to a big glass door near by, and after beckoning the visitor to "watch," the only Jacob proceeds to draw the cycle part down the pane, leaving a clean-cut trail behind it. Then he does the same thing with a huge diamond ring which he wears on his hand; after having gone through which performance he holds the bearing case toward you and proudly asks, "Ain't it a beaut?"

Things are coming along nicely at the Metropolitan Bicycling Co.'s academy and salesrooms, Sixtieth Street and the Boulevard. W. F. Murphy, manager of instruction, is now learning the difference between the life of a racing man and the existence of a business man. Last Friday over 200 lessons were given from 9 a. m. to 11 p. m., and the school has not as yet held its formal opening. In the sales department Columbias are going faster than at the Warren Street branch of the Pope Mfg. Co., and Manager M. L. Bridgman, the sedate and dignified ex-racing team manager, thinks nothing at all of jumping in at almost anything and helping the men under him. The Metropolitan Bicycling Co. is truly a living picture of "the extraordinary."

AMONG CHICAGO'S DEALERS.

Chicago trade has never been so good as it has this spring and all of the dealers are jubilant over the wonderful demand for bicycles. Every store has had to put on extra help to care for the customers. At noon, especially, the stores are packed until there is hardly any room to move about in. The only complaint that dealers have to make is, that they can not get wheels enough to fill orders.

Just at the present time Fowler is experiencing quite a boom. Mr. and Mrs. McIlrath, who started Wednesday to encircle the globe, ride Fowlers and for a week held daily receptions at the *Inter-Ocean* office across the street from Fowler's retail agency at 123 Dearborn Street. The crowds that flocked to see the tourists were immense, 7,000 people visiting them last Thursday week between 12 a. m. and 1:14 p. m. Of course they examined the Fowler wheel and many of them crossed the street to get a good look at the wheel. Manager Larsen is doing an excellent business. He sold seventy-four bicycles last month.

The Indiana Bicycle Co.'s branch, at Madison Street near Fifth Avenue, is catching its share of the business. The manager says that the Indiana company's factory is taxed to its utmost capacity to supply the demand for Waverleys. The eighteen branches of the company are kept supplied with wheels even if some of the agents have to suffer. H. J. Jacobs has entered the employ of the branch as salesman.

The Kenwood people will not open a retail store on the row this year because they can sell all the wheels they can get hold of at the Canal Street factory. Manager C. G. Jones says that he has the best place in the city to sell wheels. He catches a good deal of country trade, the factory being so near the Union Depot. Mr. Jones says that he isn't bothered by sightseers.

Visitors Come There to Buy Wheels

and not to see what bargains they can get. On election day Mr. Jones sold twenty-seven wheels at retail.

John O. Blake has but recently returned from a pleasure trip to Cuba. The journey did him a world of good, and the popular manager of the retail branch of the Gormully & Jeffery Mfg. Co. is once more in good health. Mr. Blake says that the G. & J. company is 2,200 wheels behind orders. He can not keep a wheel in stock, and it is only by the hardest kind of fighting that he can keep a sample machine on the floor. One ladies' wheel has been sold five times, but Mr. Blake has rescued it every time. There is a great demand for tandems.

"We can not get wheels enough to fill our orders," said Dan Canary at A. G. Spalding & Bros. "It is wonderful, this great demand for bicycles. Our riding school is crowded at all times and we have to make engagements days ahead. It keeps our two instructors busy handling the crowd. But there's something I want to show you," and the ex-trick-riding champion led the way to a platform on which was a Spalding on a roller home trainer. "Get on it and try the Turney pace indicator," he said.

THE BEARINGS' man did as he was bid and saw the little machine in action. It registered the pace accurately, and by dint of hard pedaling the limit—1:45—was reached. The dial can be read from the saddle, and the rider can tell by a glance if he is riding at a 1:45 or a 6-minute gait.

Since the Thorsen & Cassady Co. took the Victor agency its store has become one of the most popular on Wabash Avenue. Jack Templeton has transferred himself from the old Victor store to Thorsen's and he looks as natural as ever talking up the fine points of the Victor. Besides the Overman company's machine the Thorsen & Cassady Co. carries the Stearns, Remington, Lovell Diamond, and the Thorsen and Wabash lines.

The Excelsior Supply Co. keeps three or four men on the floor and Manager Plumb finds it hard work to get away from the store long enough to get his lunch. Since the store has been renovated it is

One of the Finest Salesrooms on the Row.

The Thistle and the Featherstone lines have proved excellent sellers and the Excelsior company has no complaint to make.

The Pope Mfg. Co. has added R. O. Forrest to its floor salesmen and could easily use two or three men. The demand for Columbias is so great that Manager Jackson has hard work to fill orders. His new riding school is a success in every way.

The Sieg & Walpole Mfg. Co. is a concern that does not talk very much or blow its own horn, but the observer will note that a large amount of business is done at 283 Wabash Avenue. With such a fine line as the Sterling, Lu-mi-num, Peerless, Falcon, Ben-Hur, and the Windsor it is no wonder that Charley Sieg wears that happy smile. The repair kit business is also booming.

If you drop in to see J. Pinky Bliss or A. Earlscourt Lumsden at the Monarch store you will have to wait a bit before you can get a chance to speak to these popular youngsters. They are busy selling Monarchs and they do not have time to stand in the front window and count the passers-by.

Charley Anderson has added two new men to his floor force and even then has all he can do to handle the customers who drop into the store of Hales & Anderson at 37 Van Buren Street to see the Wolff-American, Ariel, Norwood, and Western Wheel Works' machines.

A. H. Revell & Co. have but recently opened their bicycle department, but are very well satisfied with results. Messrs. Barker & Green say that the business so far has been beyond their fondest expectations. They handle the Munger, Tribune, and Eclipse and have Cook County for the Western Wheel Works' goods.

The Jenkins Mfg. Co., at 21 Custom House Place, has not yet begun to turn out wheels. Manager Jenkins has one sample Napoleon and with that has taken retail orders for 150 machines. He has quite a few orders for his tandem, which it is said will be one of the best looking machines on the market.

The Czar is more than holding its own this year. E. B. Preston & Co. are behind in orders and have called their traveling men in. Their tandem has made a hit and they have decided to refuse to accept any more orders.

A PREDICTION ABOUT TIRES.

An observant visitor to the bicycle shows of this year, who made a careful and critical inspection of the exhibits, says: "Leaving the bicycle and examining the tire, one is confronted with a fresh state of apathy in manufacture. Tires are lightened, the quality of rubber in them is better, but there is no distinct and radical alteration over the methods of manufacture which have been in use in the past seasons. The construction of pneumatic tires is about at its height. It is predicted by those engaged in this industry that future developments of the tire will lie in the direction of improved fabric, and the invention of devices which will either overcome punctures or cause them to be easily repaired when they occur. Meanwhile, however, the war between those who uphold the detachable tires and those who pin their faith to the cemented variety rages fiercely as ever, each side contending that the days of the other are numbered."—*India Rubber World.*

P. W. Klinger has retired from the firm of W. J. Klinger & Bro., of Greenville, Ohio, his place being taken by D. O. Klinger. The firm name will remain the same.

STATE OF SOUTHERN TRADE.

A Traveling Man finds that Business will not be up to Expectations this Year—His Explanation.

SAVANNAH, GA., April 6.—In speaking of "southern trade" I dare not do so in a general way, and shall only refer from time to time to that portion of the south with which I have long been familiar. "The south" is rather ambiguous, inasmuch as a very large scope of territory is embraced in the phrase; hence my caution.

As a whole, I am under the impression, however, that the amount of cycle business done in the south this season will fall short of expectations. By this I do not mean to say that the amount of business to be done is inconsiderable, but that expectations have been too large.

All over the south there was done a large amount of cycle business in 1893, far in excess of '94. Due to this fact, and reasoning that the reduced price of wheels should increase the number of sales in '94, many dealers who had done a conservative, profitable business in '93 lost their heads, as it were, purchased heavily, and finding business not up to expectations found themselves at the season's close with an over stock. As an instance of the difference in the amount of business done in '93 and '94, one dealer told me that while he sold over fifty wheels in '93, he sold less than a dozen in '94. This was the experience of many southern dealers. As a result, they are very wary about placing large orders this season, very few of these being placed. I have heard of a number of orders for fifty wheels and a few instances of contracts for 100 wheels, and while I have always made it a point to investigate these large deals, I have so far verified none of them. When I now hear a story of contracts for "fifty wheels here" and "100 there," my other eye involuntarily contracts itself into a Cissy Loftus wink.

Orders for a Sample Line Only

are the rule, and ten-wheel orders the exception.

The south is being worked harder this season than ever before, and competition is very keen; so keen, in fact, that some makers are making it a cut-throat affair. One maker, and an old-timer by the way, finds it necessary, evidently, to extend time of settlement of his bills to six months. His terms heretofore have been thirty days, less 2 per cent for cash.

I am sorry to see that the tendency of some makers to appoint curbstone agents does not decrease. This practice has done more to injure the cycle trade of the south than any other one thing. Occasionally I find a town where legitimate dealers absolutely refuse to consider a proposition to handle bicycles, saying they can not compete with the vest-pocket agent, who is at no expense in selling wheels, and who really is not in the business for the money. The sooner the makers see the error of this, and refrain from it, the better it will be for them, for legitimate business men will then take bicycles up, and the goods will be pushed to the front. One firm in particular, among the old stand-bys, is notorious through the south for its prosperity in this direction. It sells to clerks, office-boys, etc., and seems to cater especially to this class of agents. In order to do this, it is obliged to sell on installments, and carry the paper, first consigning the goods to the agent. As a natural consequence their goods are beginning to get a very unsavory reputation, to express it mildly.



I find also that a certain large and well known jobbing house in a western city, which makes a specialty of a bicycle department, is doing much injury to the trade in some few points by allowing its traveling men to solicit retail orders at wholesale prices. It has done this in more than one instance to my knowledge, and will lose money by it, because in these same towns it has regular customers on its regular line, who also sell wheels, and if this deal gets to its regular customers it is going to

Cause Them to Lose Trade,

and the reason, you can rest assured, will be made known to them.

There is still a tendency among southern dealers to handle too many lines. This, however, is gradually changing, and dealers are slowly coming more in favor of a smaller line.

One southern city in which I find a pronounced cycle boom this season is Mobile, Ala. The season opened very early there and all the principal dealers report an excellent trade, and the agents for several makes advise being unable to get wheels fast enough to fill orders. The High Grade Cycle Agency seems to be doing the principal amount of business in Mobile. W. C. Belknap is proprietor and manager, and is certainly a hustler. I found him a very pleasant gentleman, unusually well posted, mechanically, on bicycle construction, and the most popular dealer in the city. He sells the Cleveland, Syracuse, Sterling, Triangle, and the Pierce lines. He conducts a repair shop in connection with his store and has every chance of making a neat profit this season.

The Toulmin Mfg. Co. handles the Victor, Rambler, Imperial, Eclipse, James, Crescent, and Waverley lines, and Mr. Toulmin expressed himself as being very much pleased with the outlook for this season's business. He informed me that he had orders for seventeen Victors which he was unable to get, the factory being behind on shipments.

The English Mfg. Co., handling a large line of carriages, harness, etc., will represent the Niagara and Gotham lines this season.

Bloch Bros., dealers in carriages, also handle a small line of low-grade goods, but do not make any special effort to push wheels.

Adam Glass, dealer in furniture, on Royal Street, has his enormous windows full of cheap wheels. He handles a line called the "Udell." He had only had his stock in for a few days, and could form no idea as to what trade would be.

A. L. Mendenhall, a clerk in the Sourhern Express office, represents the "Yellow Fellow" and expects to sell a number of wheels.

The C. S. Partridge Hardware Co. represents the Eagle and Columbia, but does very little in the wheel business, not having the time to devote to it.

The Junger & Gass Co., wholesale and retail music dealers, handle the Falcon, and expect to do quite a business in ladies' wheels especially.

With its many excellent streets and the smooth shell roads for miles through green shady avenues of magnolia and live oak trees,

Mobile is an Ideal City for Wheeling,

and should certainly increase the number of her riders largely.

At Selma, Ala., I found the Tissier Arms Co. was the leading dealer. It is the pioneer of the cycle trade in Selma, and has an established reputation on all matters pertaining to wheels. It sells the Stearns, Falcon, and Pierce lines.

C. K. Gatchell represents the Columbia, Hartford, and Wizard, and Gill & Co. handles the Gendron and Imperial.

Montgomery, the capital of Alabama, has never been the cycling center that its size and excellent streets would indicate it should be.

The Montgomery Arms Co. has heretofore had quite a "cinch" on the trade there, taking the agency for nearly everything that came along. This season, however, its line is narrowed down to the Columbia and Spalding. It was caught with quite a heavy over stock last season and is working off '94 goods before buying any '95's.

Jackson, O'Connell & Co. are preparing for an active season also. They represent the Victor, Crescent, Syracuse, and Imperial lines and have in stock a full line of new goods. They spoke very hopefully of trade prospects and say they intend to push the wheel business on business principles, and will doubtless secure a liberal share of the business of the city.

Todd's Gun store is running only one line, the Triangle, believing it impossible to represent more than one make successfully.

The Spalding team is booked for Montgomery, I am told, and it is expected it will give the bicycle business a boom when Sanger & Co begin training there.

Birmingham is probably

The Best Cycle Town in the State

of Alabama. The streets are good and all around the city in all directions the roads are fine and offer every inducement to cycling.

The Birmingham Arms Co. is among the leaders in the cycle trade there. It handles the Columbia, Hartford, Syracuse, and Spalding. Eddie Warren, the Alabama crack, is in its employ and pushes the wheel business. He will probably be mounted on a Columbia or Spalding this season. It claims to be selling '95 models as fast as received.

Moore, Moore & Handley occupy a prominent place in the cycle trade of Birmingham. They make a leader of the Keating, and claim it to be "365 days ahead of them all." They also handle the Cleveland and Waverley lines.

Lyman & Stone are agents there for the Imperial, and claim a steady demand for this line of goods.

The Iron City Cycle Co. is engaged in the manufacture of the Iron City line. R. Safely is manager, and showed me parts of the '95 models. It was behind in its work and had no complete wheels, but as near as it is possible to judge from the parts, drawings, and specifications the Iron City is quite up to date, and combines all the new features, with some new ideas of the firm's own, one of them being something new in the way of a hub. The workmanship compares favorably with any I have seen, and it should have no trouble in marketing all it can make. It expects to get into shape this season to turn out a large number next season, and will engage regularly in the business, with a complete factory and a large force of men. The Iron City Cycle Co. is making two grades of goods, one listing at $65 and one at $100. The $65 line is the best I have seen for the money.

I have met about twelve salesmen within the past ten days. They are all kicking at the amount of business (not) done, and are nearly all working homeward. One man had just returned from a canvass of the entire state of Florida, where he sold one wheel only.

L. A. Callahan, H. R. Steenson, A. W. Porter, L. C. Johnson, E. C. Johnson, F. H. Allen, and M. F. Carter, of the Stearns team, are in active training at Louisville, Ky., preparing for the coming racing season. The team is under the care of H. B. Gleezen, who will have charge of them until the arrival of T. W. Eck. Eck and J. S. Johnson are expected to reach Louisville during the month.

WASHINGTON WHEELING.

WASHINGTON, D. C., April 6.—It is a good thing to be in the bicycle business these days. It is about the only line of trade that causes men to wear a smile. In every other line of business a man looks as dismal as a raven, but he who carries a good line of bicycles thinks he owns the earth and the fullness thereof just at present.

Bicycle riding has become extremely fashionable among the ladies of society, and the infection has also spread to members of the diplomatic corps, and when the fine weather becomes a permanency instead of a vague uncertainty, foreign ministers and even ambassadors will be seen taking a daily spin. A footman in livery on a bicycle is another innovation to which Washingtonians are becoming accustomed. The fashionable woman of the day naturally desires an attendant in case of accident or annoyance, and a footman is often of more assistance than his appearance indicates.

There is an increase of interest in military circles over cycle riding; nearly every commissioned officer of the Washington Barracks is now the owner of a wheel. Captain Storey, of the bicycle corps, has been giving practical examinations to members of the light infantry for commissions during the past week.

Cline Bros., the Washington representatives of the Overman Wheel Co., have moved from Thirteenth Street, where they have been located for the past five years, and are now settled in their new quarters on Pennsylvania Avenue. They have been so busy making the change that they have been obliged to keep steadily at work until midnight for the past week, and have hardly taken time to go home.

A Patent for a New Chain Adjustment

for bicycles has just been granted to F. D. Ewen, a cycle manufacturer. It is an improvement in the adjustment of the rear wheel to take up the slack occasioned by wear in the driving chain. It consists in two sliding flat hooks, each engaging telescopically one of the side rear forks of the cycle frame and the axle of the rear wheel. The hooks are then held fast by a bolt and nut which locks each to the side bottom brace to the frame. The advantage gained is that the wheel can be quickly removed from the slotted hooks by simply unlocking the two axle nuts without disturbing any adjustment, either that of the chain or that of either bearing, and without first taking the driving chain down, a point many wheelmen will appreciate, as the repairs to the tire require that the wheels be removed from the frame more often than formerly, and that the common form of fork support with a rearward extending slot forbids removal except by first removing the chain. The improvement is light, strong, and neat looking, and requires no forgings or heavy members at this union of the frame.

The District Bicycle Co., on Pennsylvania Avenue, has been receiving some very fine orders the past few days; among the purchasers of Columbias have been Mr. Adee, assistant secretary of state; Count Buisseret, of the Belgian Legation, and Prince Iturbide, the heir to the throne of Mexico, should that country ever again become a monarchy.

SPALDING SECURES THE GARDEN.

NEW YORK, April 8.—A. G. Spalding & Bros. have opened the much-talked-of cycling academy on the roof of the Madison Square Garden. The roof garden affair is under the entire and sole management of Geo. R. Bidwell, who has charge of the uptown business of A. G. Spalding & Bros., at their store Forty-second Street and Fifth Avenue. Mr. Bidwell is quite enthusiastic over the scheme, and states that this riding academy will have the largest floor area in New York City. The instruction department will be under the management of a most competent cycling instructor, who has had several years' experience in the business, and he will have under him several assistants. It is intended now to have the lessons private and by appointment, thereby insuring the pupil the entire attention of the instructor during the lesson.

The grand scheme, however, of A. G. Spalding & Bros. is to come after the month of May, when the roof garden is to be used for other purposes; in fact, the cycling world will be startled to learn that A. G. Spalding & Bros. will then transfer the cycling academy from the roof garden to the grand amphitheater. This will take place right after the Sportsmen's Exhibition is held. The corps of cycling instructors will be increased, and any one who has been in Madison Square Garden, particularly at the large balls, knows perfectly well that at least 300 cyclists can be lost on the spacious floor. The management proposes to make this a model cycling academy. The floor will be so arranged that the experts can have the run of the outside; in fact, it will be easily an eight to nine lap track where the expert riders can enjoy themselves, and in the center the instructors will teach the novices how to ride. A nominal fee will be charged, and for outsiders who desire the use of the Garden for practice purposes arrangements can be made as well.

Every afternoon, commencing at 2 o'clock, the Garden will be thrown open to the public. There will be music there, and carnivals at regular intervals. Mr. Bidwell seems to think that this will be a move in the right direction. During the morning the Garden will be open only to women and children.

W. F. Rundle and C. A. Mantbey have formed a partnership and will handle the Tribune and Stormer cycles in Nashville, Tenn. J. A. Titcomb, of Columbia, Tenn., has also embarked in the business and will handle the same line.

CRESCENTS

"SKY-HIGH"

The seven 1895 Crescent models are the practical results of the largest experience in manufacturing bicycles in this country. Tested for years in every conceivable way, their comparative worth is proven by the largest sales accorded any American bicycle.



Send for our handsome 1895 catalogue.

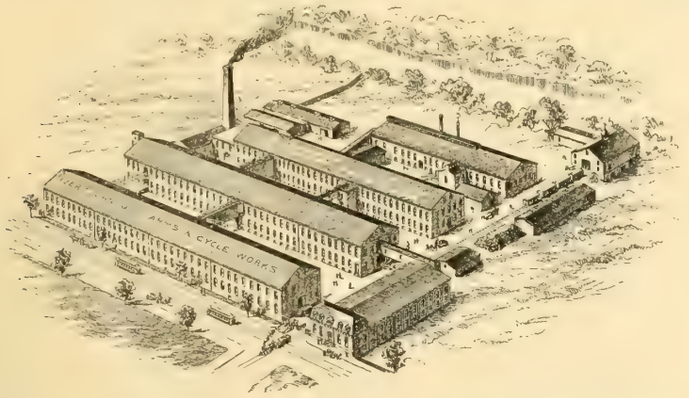
WESTERN WHEEL WORKS,

FACTORY: CHICAGO, ILL.

EASTERN BRANCH: 35 BARCLAY ST., N. Y.

GUNS AND BICYCLES.

The Iver Johnson Arms & Cycle Works, at Fitchburg, Mass, covers a vast area of ground, and a small army of men is at work making bicycles and guns. Here is where the Lovell Diamond cycles are made. The Johnson company has something suitable for cyclists in the Iver Johnson safety



hammer automatic revolver. This gun is so constructed that it is impossible to explode the shell unless the finger is on the trigger at the point of firing. This revolver has many other improvements that make it the ideal weapon for a cyclist on a tour. Price, $5 and $5.50, according to the caliber.

CYCLE BOARD OF TRADE MATTERS.

During the past week the home office of the Cycle Board of Trade has been in negotiation with Madison Square Garden Co. for holding the next annual National Cycle Show in New York City.

These negotiations have been brought to a successful issue and the board of trade will at once enter into an agreement with Madison Square Garden Co. sanctioning the show. The date fixed is the week of January 18-25, 1896, opening on Saturday and closing on Saturday following. Exhibits will be received at the Garden two days preceding January 18 and exhibitors will have two days after the show closes to remove their exhibits.

This date has been so arranged that a special train will run direct from the Chicago cycle show to New York carrying the exhibits from the western show.

Manager Sanger, to whose admirable management so much of the success of the January show of this year was due, anticipates that the 1896 show will be a tremendous success. Applications for space are so numerous that he has found a rearrangement of space necessary by which twenty additional spaces will be secured. At a low estimate it is thought that the profits of next year's show will exceed those of 1895 by from $10,000 to $12,000. Many instructive and attractive entertainments will be added to the special features of the show.

The question of tearing up the asphaltum pavement on Eighth Avenue from Thirteenth Street to Central Park was felt by the members of the board of trade to be a question of some importance to cycle riders and the trade generally in New York. With a view to having the asphalt retained the home office appointed George R. Bidwell, of the board of trade, a member of a committee composed of I. B. Potter, chief consul of New York state, and W. E. Fuller, chairman of the street and roads committee of the Metropolitan Association of Cycling Clubs, to confer upon steps to prevent the taking up of this asphalt. Mr. Bidwell has reported to the home office that he has been informed by Stephenson Towle, chief engineer of the city board of public works, that not only will that pavement not be removed, but that it would be impossible to remove it owing to the fact that the city is under heavy bonds concerning it; and also that it is Mr. Towle's effort to secure a continuation of this pavement up to 119th Street and over and connecting with the Riverside Drive.

As to the beneficial effect of concerted action on the part of the board of trade in fighting legislation opposed to cycling interests may be cited the case of the Weston bill. This bill was introduced into the Illinois house on the initiative of the Associated Cycling Clubs of Chicago with the object of compelling repairers to report to the police daily all wheels handled by them for repairs. The bill was amended to include manufacturers. It was felt by the board of trade that such legislation would in effect rank them with pawnbrokers and entail an immense amount of work. Opposition to the bill was at once started in Chicago and President A. G. Spalding, after communicating with the secretary of the Associated Cycling Clubs of Chicago, called a meeting for last Wednesday between himself and Messrs. Gormully and Dickerson on behalf of the board of trade and a committee from the Associated Cycling Clubs of Chicago. As a result of the meeting President Spalding has reported to the Home Office that the promoters of the bill have agreed to do what they can to have no action taken on the bill at present. The Associated Clubs will, however, co-operate with the National Board and Chicago local board in securing desirable legislation looking to the recovery of stolen bicycles.

The board hopes that the attention of the home office will be at once called to any such legislation as this Weston bill so that action may be taken to defeat it.

One of the most perplexing subjects at present occupying the attention of the home office is the recovery of stolen bicycles, and the board will be pleased to receive suggestions from any person on this point.

In the process of the formation of local boards the home office has appointed J. O. Blake, of Gormully & Jeffery Mfg. Co., and D. J. Canary, of A. G. Spalding & Bros., commissioners to take the initiative for the formation of the Chicago local board.

It will be the aim of the home office to encourage the formation of allied local boards in all sections of the country, and leading makers are invited to co-operate with the home office, having in view the formation of such local boards. By the affiliation of these local boards the field and strength of the National Board will be greatly increased.

The successful operation of present existing boards and their agreement among themselves as to trade customs, together with the protection that their "blacklists" afford their members, has been of great service, and all local boards will co-operate with the home office in the preparation and exchange of these blacklists. These lists will be made of persons, firms, and individuals who trade under false pretenses, and whose chief endeavor is to defraud dealers and owners of bicycles.

NEW YORK CITY, April 6, 1895.

Union Company Will Not Move.

The rumor that the Union Cycle Mfg. Co. is contemplating moving its factory to Syracuse is denied by Mr. Measure, who says there is no truth in the story.

Brunner & Co., of Hartford, Conn., have bought all the parts for Tourist and League bicycles and can supply them for repairs.

IF YOU WANT A CHEAP BICYCLE OR TANDEM YOU WILL NOT BUY AN EAGLE

WE MAKE ONLY THE BEST

THE EAGLE BICYCLE M'F'G. CO.

TORRINGTON, CONN.

If Your Taste Runs to Art

you will find something that will surely interest you in the

SYRACUSE BICYCLES

which are acknowledged to be the superior of the most admired

Work of the Old Masters.

We've a word for the retailer.
Drop us a line.

Northwestern Agents---**Farwell, Ozmun, Kirk & Co.,**
ST. PAUL, MINN.

Mention The Bearings

IMPORTANT NOTICE

TO "ORIENT" AGENTS.

7-16 Balls.
Coast Easy.
Never Break.

Triple Steel.
Fork Crowns.
Strongest Made.

The excellent qualities of the ***"Orient"*** have secured such a general recognition from well-posted riders as to place in our hands more business than we can promptly attend to even with our increased facilities. We are, therefore, compelled to announce that ***all orders placed with our agents and ourselves, until further notice, are liable to be delayed in filling from TWO to THREE weeks.*** We also take this opportunity to say that we can not accept orders for ***any but regular stock wheels*** and will undertake ***no special work whatever.*** The above applies until further notice.

5-in. Actual Tread.
Tool Steel
Bearings.

The Waltham Mfg. Co.

Waltham, Mass.

Universal Bar.
Reversible Spr'kets.
Catalogue Free.

Mention The Bearings

EIGHT HUNDRED WHEELS BEHIND ORDERS.

MINNEAPOLIS, MINN., April 8.—Local dealers are in a dilemma owing to the early advent of spring. Usually at this time of the year there is snow on the ground, or at least cold, blustery weather with the roads either frozen and rough or a mass of mud. Now on April 8 all the country roads are in magnificent shape for bicycling; the air is balmy, the sun shines out bright and warm every day, and in fact no finer all-round conditions for wheeling could be asked. The dealers in the Twin Cities usually figure on the month of May for the delivery of the bulk of their wheels, and as a consequence they are totally unprepared for the flood of orders they are receiving. For the last week all the agencies handling the best makes of wheels have been

Besieged by Anxious Customers.

Both at Kennedy Bros. and Heath's this morning there were long lines of people like the crowd at a general delivery window on Sunday, and each in turn asked the inevitable question: "Has my wheel come yet?" A negative answer had to be returned to all these anxious inquirers and the growls of dissatisfaction that greeted the answer added a gray hair to Colie Bell's raven locks at the rate of one a minute. Many people, including a large number of ladies, have rented wheels for use until their machines arrive from the factories. Agencies have been compelled to rent out wheels that under other circumstances they would not think of renting, simply

To Keep their Customers in Good Humor.

Agents are confident that in the course of another week the new wheels will begin to arrive steadily, and that the trouble of keeping pace with the demand will soon be over. They are at present behind over 800 wheels on their orders.

All the firms retailing bicycles assert that there have been twice as many ladies' wheels ordered this season as ever before and there is no doubt that the feminine portion of the community have the craze in a high state of development. New clubs are being formed by the women every evening and road riding

Promises to Become a Fad.

In the matter of costume the objections hitherto urged against the divided skirt seem to have been at last removed, for the tailors are as badly rushed making "knickers" as the wheel people are in their efforts to turn out wheels fast enough.

A new feature of the trade this year is the formation of clubs for the purchase of wheels for cash and buying of the dealer who will give the best discounts from regular retail rates. Over forty wheels were sold in St. Paul last week in this way, and the concessions said to have been obtained were considerable. In fact it is beginning to be a serious question with the dealers as to how large these discounts for a number of wheels for spot cash shall be made.

TRADE HAPPENINGS.

MANLIUS, N. Y.—Dewey & Topp have opened a new bicycle store and livery.

BROOKLYN, N. Y.—Charles C. King & Co., bicycles, have opened a new store at Ninth Avenue and Fifteenth Street, handling the Columbia and Hartford.

SUPERIOR, WIS.—Dodge & Pearson, of Duluth, sporting goods, bicycles, etc., are opening a new store at 1,123 Tower Avenue.

DANSVILLE, N. Y.—W. H. Dick has commenced the manufacture of bicycles.

OKLAHOMA CITY, OKLA.—The C. W. McQuown Commission Co., 16 Robinson Street, has opened a bicycle department.

TAMPA, FLA.—C. C. Woodruff & W. G. Aldridge, a new firm handling sporting goods, bicycles, etc., have opened a new store.

ONEONTA, N. Y.—William H. Porter, bicycles, assignment reported.

OWENSBORO, KY.—J. T. Dawson, heretofore in the second-hand bicycle business, has accepted the agency for the Syracuse.

PADUCAH, KY.—Lawson & Co., bicycles, have opened a new store on South Fourth Street. The firm will handle the Stearns, Telegram, Zimmy, Shirk, and National.

NEW BERNE, N. C.—W. T. Hill, bicycles, is moving into larger quarters.

OWENSBORO, KY.—Wimp & Corley, bicycles, E. L. Wimp, retired from firm, selling out to J. C. Gilbert, of St. John's, Mich. The new firm will be known as Gilbert & Corley. They will handle the Czar, Triangle, Monarch, and Shirk.

NEW YORK, N. Y.—Hulbert Bros. & Co., manufacturers of athletic supplies, 505 West Twenty-first Street, recently burned out.

WASHINGTON, D. C.—Cline Bros., 909 Pennsylvania Avenue, bicycles, has added a sporting goods department.

HARTFORD, CONN.—Hartford Machine Screw Co., manufacturers of bicycle parts, has recently fitted up an entire plant for turning out 100 complete bicycles daily. It is running twenty-four hours daily and reports increased activity in its lines.

BROOKLYN, N. Y.—H. and D. Folsom Arms Co., 314 Broadway, New York, bicycles, firearms, etc., will open branch salesroom at 1,201 Bedford Avenue near Halsey Street. John Biffer will be manager, bicycle sundries will be carried, together with the Monarch bicycles, the Dictator, and the Zeppa.

OWENSBORO, KY.—Hill & Steitler, bicycles; department placed in charge of R. L. Bowles. The Eclipse and the Essex are carried. Bicycle accessories have been added.

ELKHART, IND.—The Lieb Cycle Guard Co., incorporated, with J. J. Newman, president; Eber Darling, treasurer, and Julius D. Wood, secretary, to manufacture a patent cycle chain guard. Capital stock, $10,000.

NUNDA, N. Y.—Fletcher C. Peck is reported to be interested in the organization of a company, with a capital stock of $20,000, to establish a bicycle factory.

NYACK, N. Y.—Edgar E. Blauvelt, bicycles, etc., will open new bicycle repairing store on Broadway.

DELAND, FLA.—Watts Bros., hardware and furniture, preparing to open a bicycle department.

FITCHBURG, MASS.—A. B. Lawrence & Co., hardware, etc., succeeded by Lawrence Sons & Co., who will open a bicycle department.

EATONTON, GA.—Hearn & Greene, hardware, etc., invite correspondence with manufacturers of bicycles and bicycle sundries, looking to accepting agency.

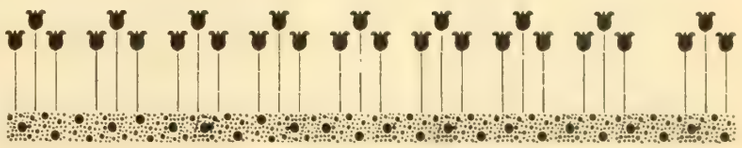
WEST POINT, MISS.—J. D. Wise, bicycles, commenced business, accepting an agency for the Syracuse.

SYCAMORE, ILL.—The Russell Varnish and Color Co. is putting on the market an improved black enamel for bicycles.

BIRMINGHAM, ALA.—The Perry Hardware Co. has been incorporated. Capital stock, $30,000. It's considering advisability of taking up bicycles. Correspondence with mann-

WHEN THE

Flowers that Bloom in the Spring



Have come and gone, and you begin to balance your books, you may be sorry that you did not have the Elmore agency to help swell the figures on the right side. At the discounts we are quoting and the high-class wheel of which we are making prompt deliveries almost any live man can make big money by handling Elmore bicycles. Numbers of them are doing so at this very moment. Do you class yourself a "live man"?

EDWIN OLIVER & CO.,

21 Park Row, NEW YORK.

THE TRACY WELLS CO., Columbus, Ohio, General Agents for Ohio.
THE SUPPLEE HDW. CO., Philadelphia, Pa., General Agents for Pennsylvania, S. New Jersey, and Delaware.

Mention The Bearings

BICYCLE CATALOGUE

THORSEN & CASSADY CO.

141-143 Wabash Ave.

CHICAGO.

VICTOR,
WABASH,
REMINGTON AND
LOVELL DIAMOND
BICYCLES.

SOLE CHICAGO AGENTS

STEARNS BICYCLES.

FRANKLIN ENG. CO. CHI.

THE SUREST WAY TO GET OUR CATALOGUE IS TO ASK FOR IT.

facturers invited. This company succeeds to the stock and business of the Francis-Chenowith Hardware Co. The business will be considerably enlarged.

CHILLICOTHE, OHIO.—N. Purdham & Co., hardware, will add a bicycle department.

MOUNT AIRY, N. C.—Davis & Newton, general merchandise, will take up bicycles. Correspondence with manufacturers for wheels and sundries solicited.

CARLISLE, KY.—R. C. King, hardware, etc., will add a bicycle department.

CRISFIELD, MD.—Geo. W. Long & Co, hardware, etc., invites correspondence with manufacturers of bicycles and bicycle sundries, looking to accepting agency.

KALAMAZOO, MICH.—Rhodes & Co. are making bicycles to order.

Protects You from the Wind.

William F. Keogh, of 296 Macon Street, Brooklyn, N. Y., is the inventor of Keogh's body shield, that has attracted quite a little attention since it was first put on the market last year. The shield is specially suited to the needs of wheelmen, skaters, and runners. It enables the wearer to overcome the force of head winds while riding or running, protects the lungs, and lessens the muscular effort necessary for speed. The shield is made of suitable material of any desired color. It weighs less than three-quarters of a pound and is easily adjusted. Price, $3.



Elmores Catching On.

Among the smaller concerns which are doing a tremendous business it is doubtful if any can better the Elmore Mfg. Co. So successful has this firm been that plans have already been drawn for an addition to the present factory, which will permit of 10,000 Elmores being turned out next season.

They Make Good Wheels.

Mayo, Bechtel & Co., of Pottstown, Pa., started in the bicycle business two years ago, building thirty wheels. Since that time their business has increased to such an extent as to compel them to put in a new engine and new machinery. At the present time they are adding more machinery and employing more help. They now have their own patterns for every part. The cones are all made from solid bars of the best tool steel, carefully tempered.

Their line is composed of Model A Excelsior Special weighing from 24 to 25 pounds, and Model B Excelsior roadster weighing from 26 to 27 pounds. Business is so good that they refused an order for 200 wheels lately.

BUSINESS IN AMERICA DOES NOT PAY.

Philadelphia *Sporting Life* says: "In 1893 America imported $1,001,125 worth of cycles and parts from Great Britain. How very much less will we import in '95!" We think—we say we think—that just a few of those '93 machines have not been paid for yet. The American cycle trade showed very well on the board of trade returns, but it really didn't size up quite so well in the cycle trade banking accounts.—*Wheeling.*

All of which confirms the statement that we have often made that British methods of doing business "don't go" in this country. Two-thirds of the English concerns have pursued methods in their business in this country that we would regard as unbusinesslike, with the result that they have been made the prey of sharpers and swindlers. The John Griffiths Corporation has suffered from this kind of men.

F. B. Chapman.

Mr. Reader, allow us to introduce our friend F. B. Chapman, secretary and treasurer of the Columbus Bicycle Co., of Columbus, Ohio. Possibly you have met him before. He is one of the type that is peculiarly noticeable in the bicycle business, the young "hustler." You will need but to look at his face to see that he is young, but being young is no longer a sin. To be a fool, however, is a sin, no matter what the age of the fool may be; but Chapman is nobody's fool. His friends call him "Ben" and find him a right good fellow, and his company finds him a right good business man and a fine salesman. Remember this when you meet him again.



F. B. CHAPMAN.

The Yost Mfg. Co. writes us that the special police of Philadelphia have selected Falcons for their mounts and will henceforth pursue transgressors on "gold cranks."

The Manufacturers & Merchants Warehouse Co., 24 West Water Street, the Chicago representative of the Indianapolis Rubber Co., has opened a branch for the Indiana concern and will repair punctures to all Indianapolis tires free of charge. The Indianapolis Rubber Co. is marketing a new tire known as the O. C., of the cemented pattern, cured in an open heat, and of the quality that is said to be impossible to actually wear out.

HAVE YOU DOUBTS?

If so, go to your scientific or mechanical friend and get his opinion. We give the following clipping from a well known New York daily:



Within the last week, a cyclist, having heard so much of the cycloidal sprocket of the Tribune wheel, made up his mind to find out the benefits to be derived from its use over other sprockets, and asked for information of one of the professors in a well-known scientific institution in this vicinity, and was told that for the purpose of reducing friction and for ease of running it was the thing desired, the right thing in the right place; that from a scientific standpoint it surpassed all other sprockets. The foregoing can be verified by James S. Henderson, 165 Greenwich Street, New York.—Ex.

The cycloidal sprocket is unquestionably an advance in the art of making sprocket wheels, and those who wish to lead the procession will do well to investigate its merits. Write for catalogue.

THE BLACK MFG. CO., ERIE, PA.

Mention The Bearings



IS YOUR WHEEL RUSTY?
REMOVES RUST.
POLISHES NICKEL, STEEL, AND BRASS.
Manufactured by
G. W. COLE & CO., New York and Chicago.
Send three 2-cent stamps for sample.
Mention The Bearings

GOOD AGENTS
LIVE AGENTS
MEN THAT CAN SELL WHEELS

WRITE
KEATING WHEEL COMPANY
HOLYOKE MASS

The Everett House
is headquarters for all bicycle travelers.
Everett House, Union Square and 17th St.,
NEW YORK.

The Clifton House is Headquarters for all Wheelmen....
The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.
Cor. Wabash Ave. and Monroe St.
A couple minutes walk to Cycle Row.

ILLINOIS CENTRAL I.C. R.R. ROUTE
CHICAGO TO ST. LOUIS
THE DIAMOND SPECIAL
SOLID VESTIBULE TRAIN.
Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing A. H HANSON, G. P. A. Ill. Cent. R. R. Chicago, Ill.

It's a good thing and you can push it along.
WHAT IS? WHY THE
POORMAN BICYCLE
J. E. POORMAN,
5 WEST FIFTH ST., CINCINNATI, OHIO.
Jobber of Develine Whistles.
Orders filled promptly.
Mention The Bearings

THIS IS THE ORIGINAL
PEPPERMINT FLAVORED
CHEW WHITE'S YUCATAN GUM.
CHEWING GUM
To relieve the distressing pains of
DYSPEPSIA AND HEARTBURN.
CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.
The only chewing gum factory open to visitors at all times.
W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

ABOUT P. & W. AND BRANDENBURG PEDALS.

A BEARINGS' representative, escorted by A. I. Brandenburg, recently visited the large bicycle department of Parkhurst & Wilkinson on Kinzie Street, Chicago. This department has just been removed from the third to the second floor of the building and was not quite in order at the time of the visit. When the improvements are completed there will be an entrance directly into the bicycle department from 146 Kinzie Street.

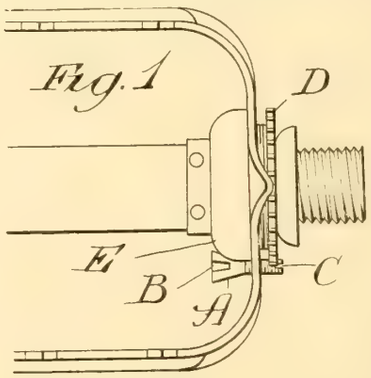
Upon entering the department one first notices the city counter where all city orders are filled. A little farther on is the large office with Frank Burgess in charge; beyond the office is the immense stock room with its rows of bins on each side containing everything necessary in the construction of bicycles, besides sundries of every description, among which may be mentioned Sager saddles, Brandenburg pedals, spokes, nipples, balls, and forgings. At the farther end of the room is the tire department, where

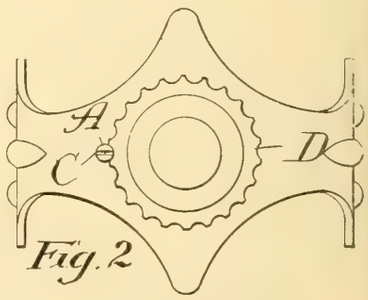
The Webb Detachable Tire Reigns Supreme.

A large number of men were at work in this department to keep up with the demand for this tire, whose popularity is constantly increasing.

In speaking of his pedal Mr. Brandenburg said that he found that there were some cyclists who did not understand how to oil it and that he had received a few inquiries as to how to adjust it. After the usual compliments as to the circulation and popularity of THE BEARINGS he intimated that a brief description of how these little matters should be attended to would be considered as a favor, despite the fact that the pedal is so simple in construction that it seemed scarcely necessary. Well, here's the description:

Fig. 1 shows a side view of the pedal bearing. A is an adjusting screw with a slot, B, in the end cup. Insert a screwdriver in the slotted



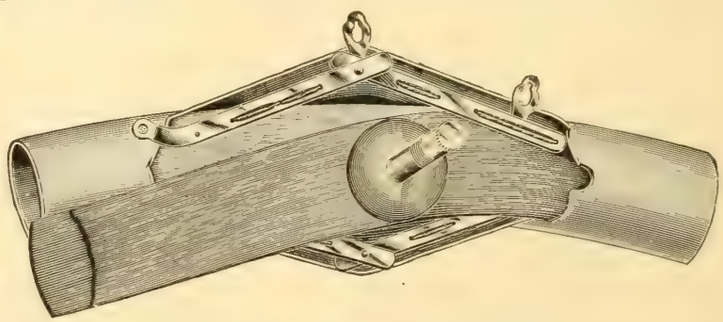


end C and turn till the slot B rests on the hub or ball of the pedal frame. An oil hole E will appear; insert oiler in the cup end of screw A and when oiled turn the screw back, closing the hole.

To adjust the bearing (see Fig. 2) insert a screwdriver in slot C and turn screw A to the right until it releases the ratcheted cup D. Then turn cup D to the right until properly adjusted. Then turn screw A back to the left till it engages the ratchet D.

FERGUSON'S TIRE FASTENER.

Ferguson's tire fastener is something new that will surely make a hit this year. It is made for inner-tube tires and does away with the necessity of lacing. In appearance it somewhat resembles a pair of corset steels, the general difference being the hinged arrangement at the center, allowing it



to open when on the tires, as shown by the accompanying illustration. The cut also shows a very distinct advantage in the fact that the rider is enabled to hold the opening apart for its entire length with one hand while taking out or putting back the inner tube with the other. Its price is $1 a pair. It is made by E. L. Ferguson, Monon Building, Chicago.

Wanted.

A hustler in every town or county, where we are not already represented, to sell "Whipple's Portable Safety Stand," patented. Exclusive sale given and protection guaranteed. Sample prepaid to any address, United States or Canada, $1. Prices and terms on application. LIVE AGENTS WE MEAN YOU. C. J. Whipple & Co., Waterloo, Iowa. * * *

The tandem road race to be given by the Associated Cycling Clubs, of Chicago, will probably be held Labor Day over the West Side course.

About Catalogues.

The second edition of "The Truth About the Fowler" has just been issued. Frank Fowler writes that "we think you will find it the finest thing in the shape of a catalogue ever produced by any cycle maker in the country."

The '95 catalogue of the Chicago Tip & Tire Co. is very complete and contains the price list of the goods handled by the concern, which is western agent for the Elastic Tip Co., Snell Cycle Fittings Co., Boston Woven Hose & Rubber Co., E. J. Lobdell, and Shelby Steel Tube Co.

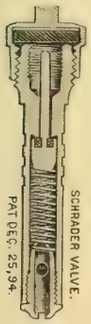
The design on the cover of the catalogue of the Brooklyn Cycle Co. is one of the neatest yet most striking we have seen. It is a Bradleyesque design in dark green, printed on terra cotta colored paper. The booklet tells about Columbias and Hartfords.

Morgan & Wright have issued an *edition de luxe* of their '95 catalogue It is bound in fine morocco leather, with the name of the person favored with the book printed in gold letters in one corner. It is so interesting that once you start to read it you never stop until "The End" stares you in the face.

The Columbus Buggy Co., of Detroit, Mich., has accepted the agency for Royal bicycles. It had an opening on March 23.

Schrader Universal Valve

TRADE MARK.



SIMPLE AND ABSOLUTELY AIR-TIGHT.

MANUFACTURED BY

A. SCHRADER & SON,

ESTABLISHED 1844.

MANUFACTURERS OF AIR VALVES FOR ALL KINDS OF RUBBER GOODS SINCE 1844.



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to be useful must be light, strong, cheap, and noiseless.

The Ellwood brake is light, cheap, strong, noiseless, pretty, and

AUTOMATIC,

absolutely automatic. Quick in action, weighs 4 ounces, costs $3. Beautifully nickeled and handsome in appearance. Small in size and adds 100 per cent to the appearance of any wheel. Will fit all makes of wheels. Adds to the saleability of all bicycles. No wheel is complete without it.

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did for the railroad train what we have done for the bicycle. Thousands of riders are sounding its praises daily.

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No wear on the tires; no foot needed to operate it; no rattling on the chain; no unsightly handle on the bars; no wires and gum sticking in the way; no noticeable increase in weight.

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do you want to increase the sale of your wheels? Dealers, do you want to make money? Riders, do you want the finest and grandest improvement ever put upon the bicycle? Agents wanted everywhere in the United States and Canada. Sample sent upon receipt of price. Remit by P. O. money order or draft.

THE ELLWOOD CYCLE MFG. CO.,

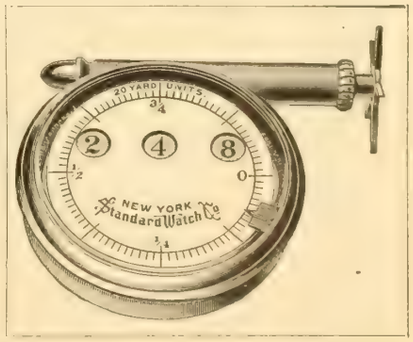
PITTSBURG, PA.

Mention The Bearings

It Speaks for Itself.

A Standard Cyclometer was caught in the act of admiring its beautiful white-enamel face as reflected from its Polished-Nickel surroundings. When upbraided for its vanity it said: *"What mechanical device has a better right to be proud? There's no denying my beauty, even down to the cute display-box in which I am sold. Then I am such a long way ahead of the other 'best' in Cyclometerdom—for I begin where they leave off—that I can't avoid the consciousness of superiority, though I call upon my modesty unceasingly. You see I was 'born to the purple' in Mechanic Art, having descended from that great exemplar of Precision, the New York Standard Watch. I am built out of watch materials, by skilled watchmakers, trained to accurate work; and because of its positive knowledge of my merits, the responsible big Watch Company that makes me guarantees that I will stand continuous use throughout the life of my buyer; and so certain is my maker of the strength of my parts that it agrees to repair me without charge, if broken in an accident to the bicycle.*

An unusual guarantee? Well, yes—but then I'm unusual. Do you know that, as a test, I was speeded under steam power for 100,000 miles, and then the motion was reversed and I was run backward for 130,000 miles, and the experts couldn't discover any appreciable wear? And when surprised eyes look at my $2.00 price-mark, I find a new source of vanity in having solved the problem of providing the greatest value at the least cost. I try to be humble, but——"



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WE CAN SUPPLY BLOOMERS IN ALL SIZES AND SHADES.

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THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol XI

No 12

CHICAGO, APRIL 19, 1895.

ZIMMERMAN MARRIED.

The 'Skeeter Weds Miss Grace Riley, of Troy, N. Y.—A Very Quiet Wedding—Will Tour in Europe.

TROY, N. Y., April 14.—Arthur Augustus Zimmerman has added another gem to his long list of prizes. As usual Zimmy distanced all competitors and won handily. Rumors have long been afloat that the champion was about to take unto himself a wife and this evening he was quietly married to Miss Grace Riley. The bride is the daughter of Mr. and Mrs. John Riley and sister of ex-Assemblyman James M. Riley. She is a beautiful and accomplished young lady of twenty-one years and has hosts of friends in this and surrounding cities. She has traveled extensively and it was due to this that she met her present lord and master. While returning from an extended trip abroad in the summer of 1893 she met Zimmy on board of a steamer and it was

A Case of Mutual Love at First Sight.

Probably no one knows better than Kid Wheeler how hard it was for Zimmy to stay in Europe all last season, though he was winning fame and fortune by so doing. There never was a day that Zim did not spend a few hours of his time in writing to his sweetheart and every steamer brought him loving messages from Troy.

Both bride and groom are very modest people and this accounts for the secrecy that surrounded the preparations for the wedding. It had been the fond hope of the many wheelmen of this city to tender the champion a great ovation, and in fact the band had been engaged and no doubt but that there would have been a parade of 500 wheelmen as an escort to the carriage of the bride and groom. But no one except the immediate relations and the contracting parties knew of the hasty marriage until the pair had left the city. The handsome parlors of the Riley homestead on Fifth Avenue were lavishly decorated and at exactly 8 o'clock the ceremony was performed by the Rev. John Walsh, pastor of St. Peter's Church. Afterward the merry party

Partook of an Elaborate Wedding Supper.

At 10 o'clock Mr. and Mrs. Zimmerman left for Virginia Beach, where they will spend a few days prior to their departure for Europe. So many reports have been published as to Zim's plans for the coming year that it is well to let surmise alone. Mrs. Zimmerman stated to THE BEARINGS' correspondent that it was their intention to spend the summer in France and later go to Australia and return home in the early spring by way of San Francisco. Zimmy is building a magnificent house in Freehold, N. J., and will make that his permanent home. Whether he will ever race again is a question, but if he does he will have to be granted a sanction by his spouse.

JOHNSON SUSPENDED.

There were rumors the early part of the week that the Racing Board was after Johnson and that that rider had been suspended pending an investigation. For once rumor was right for the weekly bulletin issued by Chairman Gideon announces that the speedy Minneapolitan has been put on the rack. Tom Eck is now in Philadelphia answering Gideon's questions.

Chairman Gideon's bulletin reads as follows:

John S. Johnson, of Minneapolis, Minn., is hereby suspended from Class B, pending investigation.

Orlando Stevens, Ottumwa, Iowa, is suspended from Class A, pending investigation.

George Fitzsimons, Charlotte, N. C., is hereby declared in Class B for violation of Clause F of Class A rules.

The following handicappers have been appointed by the board: T. T. Gilmer, Charlotte, N. C.; W. A. Storey, Portland, Ore.; M. J. Fleck, Louisville, Ky.; W. E. Grady, Savannah, Ga.; A. McLeod, Birmingham, Ala.; O. P. Kollins, Jacksonville, Fla.

THE RACING BOARD.

Five of the seven members of the Racing Board have been appointed by President Willison. Fred Gerlach, of the Illinois Cycling Club, has been appointed as the Chicago member of the board, while Douglas W. Robert has been appointed with headquarters at St. Louis. Messrs. Gideon, Robinson, and Croninger are the other members of the present board.

SPALDING'S BIG SCHEME.

He is Forming a Syndicate to Control all of the Race Tracks in This Country and France—Racing Men Ready to Flop.

NEW YORK, April 15.—A big deal is on the tapis that will surprise the cycling world and, if carried out, will deal amateur racing a black eye. According to rumor A. G. Spalding, ex-baseball magnate and now president of the Cycle Board of Trade, has seen the great future of cycling and has determined to have a finger in the pie. From inside information THE BEARINGS' representative has found that Mr. Spalding is at present forming a powerful syndicate, with unlimited backing, said to be among the millions, to control racing and all the tracks in America and France. If the syndicate is formed operations will begin this fall.

Spalding's plans are well laid and it now looks as if they would be carried through. His scheme is to form a combination with the National Trotting Association and with the aid of this strong ally control all the horse tracks in America. Tom Eck recently proposed that the L. A. W. do this very thing, but it now looks as if the enterprising Spalding had taken time by the forelock and got in ahead of the League. The question of riders is not bothering Mr. Spalding for he has Sanger, Titus, and Cabanne, who are all

Ready to Flop at the Word.

The recent decision in Johnson's case and some of the rulings of Chairman Gideon have aroused the racing men, and it is now said that the speed merchants are all ripe for a revolt. "We are only waiting for Gideon to fire two or three of us," said a prominent racing man today, "and then you will see at least a dozen of the best men in the amateur ranks jump over the traces and take the first steamer to France. The Racing Board is too severe, and it is trying to tie the racing man up until he is a simple slave. We will have to do something or before long we will be in the same boat with the baseball player. The manufacturers will have us under their thumbs and will sell us, and if we don't do their bidding will blacklist us. Now is the time for action. Let me give you a little tip. When the racing men meet in Louisville in the middle of May you

"Will See a Strong Organization Formed

and then we can snap our fingers at the League. If Gideon fires any of us our leader will crook his finger and say, 'Come on, boys,' and the best men on the path will leave the L. A. W. ranks. We can give races of our own for cash prizes and run things to suit ourselves. We will be strong enough to do this and if the League is not less severe on us you will see amateur racing ruined. This is not a fairy tale, but the truth."

With the racing men feeling this way Spalding will have no difficulty in carrying out his plans. He evidently knows that the racing men are feeling this way and is confident that he can swing them into his league when the proper time comes. It is said that he has several capitalists interested in the scheme and that he can secure $5,000,000 capital if necessary.

"I'm sorry that this has gotten out," laughed A. G. Spalding, when seen at his Chicago store by a member of THE BEARINGS' staff. "I didn't want it made public until I got control of every track and every racing man in the world Do you think that I would be satisfied with America and France? No; if I went into a scheme of that sort I would want to control Australia, Germany, and all the other countries. But, seriously, I know nothing about the scheme. If such a thing is under way I haven't been notified."

MORE ABOUT LENZ'S FATE.

A cablegram from London dated April 16 says: "The *Times* publishes an Armenian letter giving the result of the inquiries to ascertain the fate of Frank Lenz, the American bicyclist, who disappeared in Armenia while engaged in making a tour of the world. The writer of the letter says he hears that Lenz was not dead on the road between Kourtali and Zahar. He adds that he has, however, promised the villagers a reward for information and that this is likely to elicit some fuller details."

A new cycle club in Switzerland is called the Marmite (kettle). They seem to like droll names in Geneva. Their smokers are called "sauerkraut."

MILWAUKEE'S TWO-DAY MEET.

Associated Cycling Clubs will Endeavor to make it a Success—An Outing Planned for the Class B Men at Ripon.

MILWAUKEE, WIS., April 16.—The Associated Cycling Clubs will again conduct the national circuit races here this year. For the past two months the officers of the association have been corresponding with the chairman of the Racing Board, and Chairman Gideon has just notified them that the races will be held in this city on August 19 and 20. Long before Chairman Raymond retired in February Gerhard Aussem, acting for the association, requested dates. The Milwaukee Wheelmen, which in former years has conducted the meets, also intended to apply for the meet, but they were somewhat slow, and the result is that the association got ahead of them. The two dates granted fall on Monday and Tuesday. The promoters prefer to have two dates that are later in the week, and have written the chairman and asked him if he can conveniently change the days. If this can not be done, however, the tourney will be held on the days that have been set.

This is the first time that the meet has been held here for two days, but it is thought that there will be no doubt about it being

A Paying Venture if the Races are Properly Handled.

The races last year were not conducted as well as they might have been, but an effort will be made this year to overcome all the little drawbacks that were encountered then.

Marinette has been granted two days, August 16 and 17. In conjunction with the circuit races the annual state meet will be held there, and from Wednesday until Saturday night the town will be in possession of wheelmen from all parts of the country. The Marinette Club, which has the arrangements in charge, is making elaborate preparations for the reception of the riders, and several valuable prizes will be hung up, among them being a forty-acre tract of land which a real-estate man has donated as a prize.

A scheme is now afoot to have the circuit chasers take a week's rest after the races at Marinette. Ripon, which town has become known to all bicycle riders who have ever been west, is now considering offering the circuit chasers a chance to spend a short vacation on Green Lake. The arrangements are complete, though the scheme has assumed no definite shape, but should it be decided to invite

Class B Men to Recuperate for a Week

on Green Lake, a good time can be assured them.

The various church denominations in this city seem to differ on the good and the bad results that follow the use of a bicycle. Only last week the Methodist ministers at their meeting held that the bicycle was one of the worst enemies of their church, inasmuch as it kept young men away from the church on Sunday mornings. The Catholic church also seems to be against the riding of a wheel. On the other hand the Congregational and the Episcopal churches have made no objection to the cycle and many of the ministers are riders themselves. Bishop I. Nicholson, of the Episcopal diocese, is even in favor of riding the wheel. A number of the clergy of his church in this state now ride wheels in making visits among their parishioners. This plan of travel is upheld by the bishop, who says that he can see no more objection to the use of a bicycle than there is to riding a horse. They are cheap, require no care, and

Are not Undignified or Unbecoming to the Cloth.

The Rev. Judson Titsworth, pastor of Plymouth Congregational Church, one of the most influential in the city, is an enthusiastic wheelman. He has traveled extensively in Europe and each time has traversed a great deal of the country on his bicycle. He is a good rider and says that he can not see any objection that the church can have against the wheel.

The cycling season has been formally opened in this city. All clubs are discussing racing matters and on each Sunday from now on club runs will be taken into the country. The Milwaukee Wheelmen, the North Side, and the Mercury clubs all held their runs last Sunday for the first time this season.

A La Crosse judge has made a decision which is of general interest to all Wisconsin riders. It is in relation to the rights of wheelmen on public highways. Daniel McArthur and Wilbur Irwin were riding along the road n La Crosse recently when Bernhard Limoseth, a farmer, approached from an opposite direction. The cyclers kept to the right side of the road, but he farmer d ecided that he was the only person who had a right to the highway so

He Started to Run Down the two Wheelmen.

They were thrown down an embankment and quite badly injured. They swore out a warrant and had the farmer arrested. The judge found him guilty, imposed a heavy fine, and compelled the farmer to pay the costs of the case. The court ruled that a cyclist had as much right to a highway as a farmer. A few such lessons to some farmers in the vicinity of Milwaukee would be a good thing.

The North Side Club has decided to place a tandem team on the track this year. The team will consist of Gerhard Aussem and A. C. Runkel, two of the fastest men in the club. There promises to be considerable tandem racing in this city this year. Besides the North Side team there will be three others in the field, the Andrae, the Telegram, and the Union. Between these four teams there will be hot rivalry.

A fad for long-distance riding seems to have invaded Wisconsin. Since John C. Reitzner and C. Knudson made their famous trip from Milwaukee to the City of Mexico last fall

Several other Extensive Trips have been Planned.

The latest one is that of four Marshfield lads. They are Lou Allman, Will Trumbull, Joseph Hafer, and Frank Sinclair, who have planned a long trip this summer from Marshfield to Lake Maxenkuchee, Ind., a famous summer resort. These riders think that the trip itself will not be novel enough to suit their fancy, so they have concluded to start out in a regular Paul Jones fashion. They propose to leave Marshfield without a cent in their pockets and work their way along by giving a short minstrel performance to the farmers for their meals. The boys have money, but they are looking for adventure, and will probably find it if they ever succeed in getting far enough away from home to find themselves among strangers.

At a meeting of the Beaumont Cycle Club at Green Bay last week the project of extending the relay road race on Decoration Day beyond Oshkosh to Fond du Lac was discussed. It is probable that such action will be taken. The Fond du Lac Cycle Club

Is Willing to Take Charge of the Race

for part or all of the distance from Oshkosh to that town. At the meeting of the Green Bay Club the following officers were elected: President, J. V. DeCramer; vice-president, Oscar Mann; secretary-treasurer, W. H. Field; captain, Oscar Mann; lieutenant, Geo. H. Shafer; directors, E. J. Carroll, J. Cauwenberg, and J. C. Dorschel.

F. H. Blodgett, of Beloit, has been appointed on the state racing board to take the place of D. D. Warner, of Madison, who resigned to accept the position of state handicapper.



THE WILLIE WINDLE OF 1889.

CHICAGO'S NEW SCHEME.

If the plans of the Associated Cycling Clubs, of Chicago, do not miscarry Chicago will have a track and summer clubhouse second to none in the country. At a meeting held last Monday night the subject was fully discussed. The special committee which has been working in the interest of securing suitable athletic grounds for the use of the cycling clubs of Chicago and vicinity reported first a proposition from the National Exhibition Co., through its chairman John T. Dickinson, in which they offered, if the association would use their influence to secure subscriptions to a certain amount of stock to that undertaking, that they, in turn, would agree to construct a track in the proposed exposition building to be built on the site of the Buffalo Bill Wild West Show, and also a track on the roof of the building. That in addition to this they would agree to open the building on August 9 and 10 with a grand cycle tournament under the auspices of the Associated Cycling Clubs.

This plan was discussed and then rejected. Chairman Sheridan then reported that he had investigated the matter in accordance with the original suggestions made at the last meeting, and had interviewed several of the larger manufacturers regarding the financial support which would be accorded an undertaking to lease grounds within easy reach from the center of the city and construct thereon a bicycle track, clubhouse, and all the various adjuncts necessary to equip first-class athletic grounds.

Will Issue Bonds.

This met with instant favor and it was decided to issue $50,000 worth of bonds and buy or lease suitable grounds and erect a record breaking third-mile track, and a clubhouse, swimming pools, and gymnasium. A stock company will be formed, the stock to be held by the association. F. W. Morgan, of Morgan & Wright, has agreed to go into the scheme with one or two others and take most of the stock. The committee, consisting of T. F. Sheridan, F. J. Fanning, H. P. Walden, H. E. Raymond, and H. M. Gardiner, was instructed to investigate the plan at once, secure specifications, options on several desirable locations, and be prepared to report at the meeting to be held next Monday night.

California is gradually but surely forging to the front as a racing center.

DECIDED AGAINST JOHNSON.

Referee Morgan Holds that Johnny will Have to Remain in America—Tom Eck's Scheme.

SYRACUSE, N. Y., April 15.—It is all over now. John S. Johnson will remain in America whether he wants to or not. On Friday Referee Morgan decided the case that will establish a precedent with every racing man and manufacturer in the country. Here is a law suit that has excited universal attention. From the first the affair has been one which manufacturers have studied with an eye to similar experiences. They realized that E. C. Stearns & Co. were not the only concern in America with troubles of this character and this decision of Referee Morgan's will go down in court history and be referred to as the first action of its kind in which the members of the trade were particularly identified. Johnson's attorney appeared in opposition to the confirmation of the referee's report and moved to have it set aside, but Justice Vann decided that

The Report was a Just Decision

and denied the motion. The relations existing between the parties were found to be as follows by the referee:

On September 5, 1894, while the defendant was in the employ of the plaintiffs, under a contract made to ride the plaintiffs' wheel, he made and executed a written contract under seal with the plaintiffs, under the name of E. C. Stearns & Co., whereby in consideration of the payment to him of the sum of $400 per month for a term beginning May 1, 1895, and ending October 1, 1895, he agreed to devote his entire time to the plaintiffs and their business as directed by them, and to visit such places and attend or enter such races as they might direct. Said defendant also covenanted and agreed therein to ride the Stearns wheel exclusively during the life of such contract and to use all possible means to get others to ride the same, and to place agencies for the Stearns wheel in such places as may be directed by the plaintiffs. It was also therein covenanted and agreed that the plaintiffs may direct that the defendant shall be loyal to the Stearns wheel, and shall not negotiate with other manufacturers until November 1, 1895.

From conversations had between Stearns and Johnson the latter understood that the firm was decidedly unwilling that he should go to Paris to ride, but notwithstanding this the defendant told a newspaper man of Toronto on March 22 last that he was going abroad to race on the following Wednesday, and sent a telegram to the plaintiffs saying he would call on them on Tuesday and would sail for France on the next day. That after talking the matter over with Stearns & Co. Johnson fully determined to go to France in violation of their wishes. That at no time since the making of the contract have the plaintiffs consented that the defendant might go to France during the term of said contract, but have unirmly and continuously refused to give their consent thereto. That there is no sufficient proof that the defendant since the making of said contract with said plaintiffs has at any time negotiated with other manufacturers of bicycles or been disoyal to the Stearns wheel. That there is no sufficient proof that he intended to ride any other bicycle during the season of 1895 than the Stearns wheel.

I find upon all the proofs herein that it was the intention of the defendant, prior to the commencement of this action, to violate the provisions of the contract between the parties dated September 5, 1894, by going to France, without the state of New York, to remain until after May 1, 1895.

That upon the receipt by the plaintiffs of the defendant's telegram stating that he would sail for France on Wednesday, they had probable cause for believing that the defendant intended to violate the contract sufficient to justify the preparation of the complaint and affidavits.

Of course T. W. Eck and Johnny were hopping mad but

They Had to Take Their Medicine

and did so with good grace. Then Eck hied himself away to New York to develop the match between his wonder and Sanger. Johnson will go to Louisville next week and begin his preliminary work. He has done no active training for several weeks and is as stale as a seven months' cheese. The skating muscles he developed during the winter will need a thorough overhauling and Eck says that Johnson and Sanger will not meet on the circuit until the first match race is scheduled.

Eck gave some interesting information to THE BEARINGS' correspondent last week that will be perused by the cycling element with intense interest. It was this same Eck who first suggested to the L. A. W. the idea of having a circuit and the plan was adopted five years after the venerable trainer proposed it. Eck also was the first to bring before the Racing Board the advisability of pacemakers in competition events and it was this idea that effectually made the pastime acceptable to the public. Now Tom is out with that old theory of his again to start each race with a flying start. He argues that this method would meet with general approval as the riders would scramble for positions and

Make the "Get-away" a Fascinating Sight

for the audience. It would materially assist the time of the race and bring all of them down to a low standard. Some of the ablest racing rules now in force were revised through T. W. Eck, but he has a scheme for professional racing that eclipses them all. Johnson's man says that the L. A. W. must support a third-class for the clique that prefer cash prizes. It has got to come. He thinks that a better way to illustrate this fact is to point to the mysterious syndicate now being organized in the metropolis for the purpose of promulgating the cash prize interests in such a way that it will rival and perhaps injure the League of American Wheelmen to a large degree.



THE WILLIE WINDLE OF 1894.

According to Eck, some of the workers in New York have made overtures to the National Trotting Association with the idea of alienating that big order and securing control of every trotting track in America. Many of the big horse stakes did not fill this year and therefore many of the tracks will be idle. But Eck thinks that if the L. A. W. will see the advantage of

Amalgamating with the National Trotting Association

they can secure this jurisdiction over the circuit and employ it to wonderful advantage. This is what Thomas said to THE BEARINGS' correspondent last week: "I am personally aware that this syndicate is in a position to battle for professional racing as it was encouraged two years ago, but even to a still greater extent. Men who have the project in hand will utilize every effort to accomplish their aims. It is their purpose to amalgamate with the National Trotting Association and secure control of every trotting track in the country. What is the matter with the L. A. W. doing this identical thing? The time is coming when the wheelmen will flock in hordes to the organization which offers cash prizes. No organization can conduct them and conduct them successfully and also establish the prestige that would hinge on any effort made by the L. A. W. in this direction. The third or professional class is bound to come. How can the League afford to turn its back upon these appeals? My idea is just this: Let the League and the American Trotting Association assume all jurisdiction over the trotting tracks in America. It can be done. This move would prevent the syndicate from laying hands on and

Without Tracks their Scheme would be Useless.

The various pool bills being passed by legislatures are slowly but surely killing the race-horse interest. Cycling is here to take its place. Many tracks in different parts of the country will not be used because the advertised stakes did not fill. It is getting to be an old story. I advocate cash prizes for bicycle riders. Let the L. A. W. take up with the idea and employ some of the rules that are being used by the trotting association. Being expelled from one track means that the rider will have to seek other employment for he can neither ride nor project any tournament on a track governed by the L. A. W. Rules to this effect could be adopted nicely. There must be amateurs also. Let them be in a class by themselves and give the Class B men an opportunity to contest for the real stuff. It would stimulate a great interest in these events. Horsemen would turn their attention to cycling and the increase in gate receipts would be fully 52 per cent.

KANSAS CITY'S BIG ROAD RACE.

KANSAS CITY, MO., April 15.—The third annual Waldo Park road race will take place on Decoration Day and the K. C. C.'s intend to make it the biggest athletic event in the southwest. We do not expect to rival Chicago but there is no reason why, with hard work and liberality as regards prizes, the Waldo Park road race should not at least equal the annual Forest Park event at St. Louis. The committee on prizes is meeting with much encouragement, and there will probably be four high-grade wheels in the list, and a diamond of good value, and other jewelry for time winners. The course is perfectly straight, very wide, and almost as smooth as glass; but the tough hills and turn make record breaking impossible. E. A. Grath, of St. Louis, unquestionably one of the best men in the country on a hilly course, rode the ten miles last year in 28:41, winning time from such men as Clint Coulter and E. E. Anderson, and this performance

Still Stands as Missouri Road Record.

Grath will compete this year and bring with him several other St. Louis cracks.

The K. C. C. is going ahead at the lively gait it struck earlier in the season. New members are coming in at every meeting, and the club runs are largely attended. Yesterday twenty-five men took part in the Jackson county tour, an annual run over about forty-six miles of Jackson County roads. A committee on sprinkling has been laboring with the city council and has succeeded in obtaining favorable consideration of an ordinance to regulate street sprinkling, so as to enable cyclists to go to and from business on dry streets.

The Y. M. C. A. Show.

The bicycle show which the Y. M. C. A., of Chicago, is giving this week has so far proven anything but a success, as the attendance has been exceedingly small. Among the wheels shown are the Columbia, Fowler, Spalding, Crescent, and Featherstone line. The tire companies are well represented by Morgan & Wright, Palmer, Dunlop, Webb, and L. C. Smith Tire Co.

On Tuesday evening at 8:30 there was no one in the room but exhibitors, who put out the lights and tacking up a sign "Open at 9:30" all adjourned to a near-by vender of refreshments.

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GEO. K. BARRETT, EDITOR.

ZIMMERMAN IS MARRIED.

It is a simple announcement, but to Zimmerman himself and to his host of friends it is fraught with importance. To the great mass of readers who have been following his victories on the path for years it is of less importance than the late lamented match with Houben. It is of far, far less importance than the aggregate of victories that he has achieved in the years that he has been before the public—this event which is the event of his lifetime. The reason is plain. The public regards him for those achievements that he has accomplished which others could not accomplish. Almost any man can get married, but there is only one man in a decade who can make the record that Zimmerman has made. The events that are of the greatest importance to him as an individual, concern the public but little.

In our moralizing we had almost forgotten to extend our congratulations. We do extend them most heartily. Mrs. Zimmerman has a good husband, good in those vital particulars of generosity, whole-heartedness, and amiability. We wish them a long life of happiness and prosperity.

JOHNSON SUSPENDED.

Is the suspension of John S. Johnson by the Racing Board a part of one of Eck's schemes to outwit E. C. Stearns & Co.? It certainly looks that way. With Johnson in the professional ranks his employers would have no further use for him in this country and "Me and Johnny" would probably be given permission to try their luck on French soil. That is just what Eck is looking for. The decision of the courts refusing to allow Johnson to leave the country is evidently only a temporary set back and the wily Eck has been seeking a loophole through which to escape. He has evidently found it, judging by the announcement of the chairman of the Racing Board.

Johnny is too old a bird at the racing game to be caught with his eyes shut, and has evidently violated the League rules with the hopes that the vigilant Gideon would drop him into the professional pond. Gideon has taken the bait, and the chances are that Johnson & Co. will soon be headed Franceward. With Zimmerman married and out of the way Johnny would have everything his own way. But the question is, would he have laid himself open to suspension had not the Houben-Zimmerman match been declared off and the 'Skeeter had gone to France?

THE NATIONAL CIRCUIT.

Chairman Gideon's ears must have burned the past week, judging from the many complaints received by THE BEARINGS since the announcement of the dates of the national circuit. From the north, west, and south there has been a universal howl and the race meet promoters in these sections of the country have voted that Mr. Gideon has made a fizzle.

The most casual inspection of the National Circuit dates that he has given out makes plain the fact that the circuit has been miserably arranged. Quite as good a schedule could have been made by drawing lots. The man who follows Gideon's circuit will have to travel over 30,000 miles. The east has been given all the best of the dates at the very time when racing is booming in the west and deserves more attention than ever before. The circuit provides for useless invasion of Canada and also for intervals between dates for which there is no legitimate excuse, unless it be to favor certain towns. The best thing that could be done with the present schedule is to throw it into the fire for it will not be followed.

To a disinterested party it would seem that Mr. Gideon could have done better than this. Why he should favor the east in the way he has is a puzzler. He certainly has shown favoritism, as is illustrated in the case of Louisville. The city which owns the record breaking track applied for dates on the circuit from September 9 to 14. It advanced as an argument that the G. A. R. encampment was to be held on those dates and that a race meet at that time would be a huge success. But no; they couldn't have those dates because Springfield had them and Springfield would not consent to take dates a few days later. This naturally makes the Kentuckians warm under their collars and Mr. Gideon is not so popular in that section of the country as he was formerly.

It is not too late yet to alter the circuit. If Mr. Gideon would make peace with the dissatisfied ones he will alter the schedule and give the westerners a chance at some of the plums.

LOST TWO OF HIS SENSES.

LOUISVILLE, KY., April 15.—Some time since one of the local riders met with an accident whereby he lost his sense of smell and taste. A physician who examined him stated that the loss was caused by the jar received from the fall and stated furthermore that to regain the lost senses he would have to undergo a severe surgical operation. This the unfortunate is unable to pay for and the poor fellow is reported to be trying to fall again in the same position, hoping to counteract his former fall. In discussing this case at the rooms of the Keating Club a short time ago some of the members decided to give a minstrel show for the benefit of all wheelmen in the city who should be so unfortunate as the one just mentioned.

The performers will be the best amateur talent that can be gotten together in the city, with a large number of professionals who have volunteered their services for the occasion. The entertainment will be up to date in every respect and will be given on two nights in order to give all a chance to attend and help a worthy cause. The dates selected are May 1 and 2, and the place will be Library Hall. Al. Mead, with E. B. Dye & Co., is the prime mover in the affair and is working it to the point that the entertainment will be a success if the wheelmen will only attend to

Swelling the Receipts at the Box Office.

Another would-be cycle thief was nabbed in this city last Monday morning. On the previous Saturday Manager Davis, of the Chicago Cycle Co., was approached by a young lady who desired to sell the wheel that she was riding and which she claimed was her own. She was told to come back on the following Monday. In the meantime the Cycle Livery Co. notified all of the agencies that a wheel had been rented by them to a lady who had not returned it. Mr. Davis notified them that it had been offered to him and that it would be again presented. When the lady presented herself at the store she was told that the price of $20 was too much for the wheel, when she finally offered it for $7, and a detective, who heard the whole conversation, then told her that she was under arrest for the theft of the wheel. She was taken to the jail and when the case was called her uncle asked for a postponement and she was placed under a bond of $200 and the case set for trial on the 17th. The defense held that

She was an Ignorant Country Girl

(her looks belie that) and that she did not know what she was doing. When it was seen that plea would not do, they suddenly changed around and are now trying to claim that she is not possessed of good sense.

The Johnsons have not yet arrived at the track although their quarters have been engaged for some time. A telegram was received today saying that they would be here tomorrow. John S. will be here some time next week.

E. W. Humphreys, of the Hoffman Bicycle Co., of Cleveland, reached here today in advance of the Hoffman team which will be composed of Conn and Cliff Baker, of Columbus, Ohio.

WILL HAVE A SUMMER HOME.

SPRINGFIELD, MASS., April 16.—The committee from the Massasoit Club having the location of the new summer road house in charge has not definitely decided upon a site. A club run was set for a few days ago, but unfortunately a hard rain prevented. The object was to get the ideas of those who went upon the question of location. The club doesn't want it out as far as the Springfield Club's road house, and it would seem that plenty of available sites exist within a few miles of the city.

The house will probably be erected at Agawam, four or five miles away; at Riverside, seven or eight miles, or Willimansett, practically the same distance. It will be one story, with pleasant lounging room 15x30 feet, and a veranda along the front, twelve feet wide. The partition between the lounging room and the veranda will be movable, leaving the entire floor space clear for dancing if desired. Several bids have already been received, and construction will begin as soon as the location is fixed.

The riding season is very backward. Deep snows have melted slowly so that riding outside the city has been very difficult. Cold winds have curtailed the enjoyment, and one only hopes that now the weather will permit full realization of the anticipations of the winter.

JOHNNY JOHNSON'S SUSPENSION.

Chairman Gideon Very Reluctant About Giving any Reason for his Action—What Eck Says.

PHILADELPHIA, PA., April 17.—John S. Johnson has been suspended from the amateur ranks of the League of American Wheelmen for a period of thirty days. Chairman Gideon, of the Racing Board, is responsible for Johnson's downfall, but when seen today he refused to talk for publication.

Johnson is not alone in his trouble though, for this time his great trainer, the only Thos. W. Eck, is implicated and is likely to be suspended from the American track as long as amateur racing is in vogue. Concerning Eck, Mr. Gideon said: "Mr. Eck is a cute one, but this time I think I have both him and Mr. Johnson on the hip. What are the charges? Well, I would rather not say.

"They have Thirty Days in which to Answer Them

and I am expecting word within a few days."

"Have the charges anything to do with the recent case at Syracuse?"

"No; or, rather, I would rather not say. That will all come out in time."

"Well, Mr. Gideon, the fact that a man says he would like to turn professional and then does not can hardly be convicting, can it?"

"I would rather not talk for publication; in fact I will not talk."

"Has the case anything to do with any charge from last year?"

"I tell you I would rather not say anything about the case."

"Do you not think that if you convict Johnson of crookedness you will have to follow this up? In case you begin to investigate the standing of these men do you not think that you are liable to force yourself into a hornet's nest if you carry out this sport by drawing from it some of the best men? Do you not think that

"The General Run of Amateurism Today is Crooked,

and that it is best to let the past speak for itself and watch for and correct any crookedness in the future, first giving the men fair warning?"

"Well, I would rather not say."

"How about the report that you have refused to allow Johnson and Sanger to race for gold nuggets? Do you know that as a matter of fact the race was not for gold nuggets at all, but for gold bars, and that these bars were to be properly inscribed, making them nothing more or less than medals such as you and many more used to race for in the days when the maker was not concerned in the racing end of the business?"

"I do not know that I ever made such a remark. Oh, yes, I know that it was published, but that does not make it so at all, for you newspaper men are often mistaken."

The chairman laughed merrily as he said this.

"Eck and Johnson did make a beautiful play for public interest though, and of that there is no mistake. I can not say but what I think that these

"Match Races will tend to Arouse Public Interest

and in the end to decide just who is the champion of the world," said the chairman.

In regard to the national circuit the chairman said: "I have done the best I could and I think that with the applications for sanctions scattered as they were, I have drawn them up in a style that should meet with approval. Over two-thirds of the places applying have been granted the very dates they applied for, and with the filling in we shall have a continuous trip. There is room after we leave California for a circuit in Texas, and I have left those dates all open so that the cities of that territory can make application."

THE BEARINGS' representative met Tom Eck on the streets of New York yesterday and he had heard of the probable suspension.

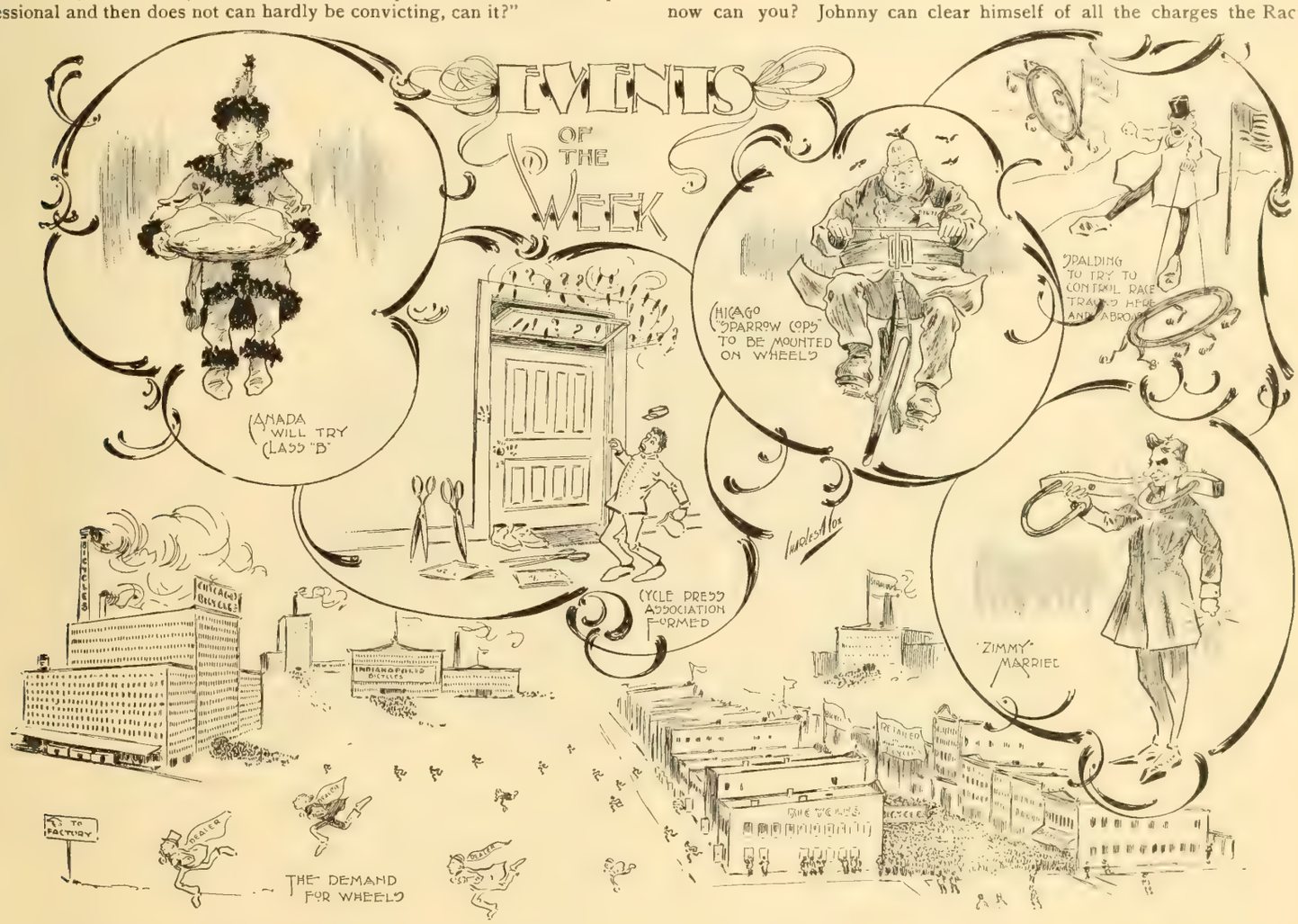
"What do you think of Johnson's new trouble?" he was asked.

"Why, they won't do a thing with him. He has done nothing wrong, and the mere fact that he wanted to go to France and race for cash is not in itself convicting.

"You Can't Convict a Man on his Say so,

now can you? Johnny can clear himself of all the charges the Racing Board can bring against him, and we won't worry at all, but go ahead with our training just the same."

With this suspension of Johnson the little Swede's cup should be full to overflowing. During the winter his mother died and a little later his sweetheart died in Toronto. Then he was arrested on the Stearns matter, and having just had that case settled against him, he is worried to appear and again defend himself against charges, this time as to his amateur standing. Truly Johnson is having a run of bad luck, and it may be that the old saw can be used appropriately in this instance. "The way of the transgressor is hard."



May Stop the Grand Union Run.

The Lincoln Park commissioners have granted the Associated Cycling Clubs, of Chicago, permission to start the Decoration Day road race in Lincoln Park, but have refused to allow them to start the grand union run on May 26 in the park. Superintendent Alexander says that Sunday is not a proper day for such a run, as the wheelmen would be monopolizing the pleasure ground of the people.

There were fifty-four starters in the eighteen-mile road race of the Crown City Cycling Club at Pasadena, Cal. Of this number fourteen rode Palmer tires. The results show one, two, four, six, eight, and ten times, and two, four, six, and seven places for Palmers.

'FRISCO'S BIG RELAY.

How the Bay City Wheelmen Captured the Varney Cup—Many Accidents to the Riders—Griffith's Plucky Ride.

SAN FRANCISCO, CAL., April 8.—The second annual 100-mile relay race of the California Associated Cycling Clubs took place yesterday, and the cycling event of the year in northern California is a thing of the past. The result shows what a careful study of details, combined with consistent training, can do.

The Bay City Wheelmen, of this city, are now the happy guardians of the Rambler cup, they having wrested it from the Garden City Cyclers and the five other clubs that entered the contest. The Garden City Cyclers won the cup last year, and their team this year was made up of such good men that they were the favorites in many quarters, while the Acme Club, of Oakland, and the Bay City Wheelmen were the choice for second place, with honors about equally divided; but the Bay City boys followed out a different plan this year than has heretofore been pursued, and that is possibly the reason why the beautiful trophy is proudly exhibited in the handsome parlors of their clubhouse.

The Winning Club Inaugurated a New Idea,

and what proved a successful one, by placing one of their smaller men on the first relay instead of the most powerful man in the club, they arguing that any real good man could hang on to the bunch on the first relay, which runs through this city and over some steep hills to Sierra Point House on the bay road. A loss of a second or so would amount to almost nothing when it is taken into consideration that a man of more powerful physique and a little more speed could gain more than a second or so for his club on a more favorable course later in the race.

The Garden City Cyclers were unfortunately the most afflicted as regards accidents, five of their men meeting with mishaps. The San Jose Road Club and the California Cycling Club were disqualified for irregularity in exchanging the packets that each club bore.

T. A. Griffith, of the Bay City Wheelmen, and the man who broke the world's ten-mile record on his relay last year,

Saved the Cup for his Club

by his wonderfully game riding. It was in the exchange of packets at the end of the third relay that Griffith, who was trying to get the packet from Bert Menne with one hand, and to steer his machine with the other, met with a most painful accident. His front wheel struck a stone, throwing the Bay City man to the ground. When he was picked up it was found that he was badly dazed and that one of his finger nails had been torn from its place and was hanging by a few torn shreds of flesh; his legs and arms were badly cut and he was bleeding profusely. Tearing the nail away he jumped on Menne's wheel, his own being wrecked, and though suffering the most excruciating agony rode his ten miles in the fast time of 29:48, finishing second for his relay. He was taken from his wheel in a fainting condition, caused by loss of blood.



BAY CITY WHEELMEN'S RELAY TEAM.

T. A. GRIFFITH. C. S. WELLS. ARCHIE REID. WM. A. TERRILL.
THOMAS HALL. CAPT. DODGE. HARRY TERRILL.
FRITZ LACEY. BERT MENNE. EMIL LANGUETIN. EMIL ULBRICHT.

The cup which the clubs sought to possess for the ensuing year was presented to the association by Thomas H. B. Varney, the hustling Rambler agent. The conditions on which the cup was accepted by the association are that it must be known as the Rambler cup and that it must be won three times by the same club before it becomes the property of the winning club.

Promptly at 9 o'clock seven sturdy men started the long race from in front of Varney's store. Emil Languetin, the B. C. W.'s representative,

Took the Pace for About a Block

so that in case of accident he would not be mixed up in the spill which, however, did not occur. Down Ninth Street the seven flew, with Johnny Edwards, the O. C. W. man, now in the lead and there he stayed for some time until he made a wrong turn and fell. The others kept on until the San Bruno road was reached, and the most perilous portion of the road was to come. Up the steep grade the six flew with Edwards, the seventh man, overtaking the rest rapidly and at the bottom of the hill Edwards was again in the lead. Here another man fell and the six continued on, alternating the pace. At the end of the first ten miles Edwards was leading by about forty feet with Languetin second and Smith, the Garden City man, 300 feet behind owing to a fall. The rest straggled in at intervals of a few seconds. Languetin fell in giving his packet to Lacy, his club mate.

The end of the second relay found the Olympics again in the lead, Lacy, B. C. W., and Delmas, G. C. C., having fallen. Both riders mounted again and rode the remainder of the relay, Lacy finishing second to Christ, the O. C. W. man, and Delmas, third.

The Bay Citys, with Bert Menne as their representative, finished first in the next relay, Menne riding the ten miles in 28:56. In this relay Harris, the S. J. R. C. man, was badly hurt in a fall, but managed to finish for his club in fifth place.

When Lacy handed the B. C. W. packet to Bert Menne, he left it in good hands,

Menne Finishing the Relay First for His Club,

commencing the long list of firsts that are credited to the fortunate club. Menne rode his ten miles in 28:56, with Fawcett, O. C. W., second, and Moody, G. C. C., and Decker, A. C. W., tied for third place. It was in the exchange of the packet between Menne and Griffith that Griffith was so badly hurt. Fawcett handed his over to Bob Long, who again put the O. C. W. in the lead, Griffith being unable to overtake him, owing to his injuries, and to the wheel he was riding being too short in the reach, but he managed to finish second in 29:48. Jack Alexander, G. C. C., third.

Chapman led the fifth relay for some distance, but Reid, B. C. W., soon overtook him, and finished the end of the fifth in first position, with Chapman in second place, and Jarman, G. C. C., third.

The sixth relay carried the riders through the heart of San Jose, down Santa Clara Avenue to the Berryessa road. At least 20,000 people lined both sides of Santa Clara Avenue and many thousands more observed the race from different sections of the city. When it was seen that Harry Terrill, the B. C. W. man,

Was in the Lead,

something that sounded very much like a hiss arose from the assembled multitude. The San Jose people were so highly keyed up regarding the home clubs that the disappointment on seeing Terrill so much in the lead got the better of their good judgment and so the hiss, if it was a hiss, could not be kept down. It is to be hoped that it was not a hiss, only a hum of disappointment, for the people of the Garden City have always been very partial to outside clubs, and such a breach of etiquette could not be forgotten for many a long day. Terrill finished first, with Nissen, A. C. W., second, and Hobson, O. C. W., third.

The B. C. W.'s lost the lead in the seventh to the Acmes, who were represented by Frank M. Byrne, who beat Tommy Hall, the B. C. W. man, by almost eleven seconds. But they did not keep the lead long, for Hall handed his packet to Bob Terrill, and at the end of the eighth the B. C. W. rider had succeeded in catching the Acme man, M. F. Rose, and finished a few seconds in the lead.

The ninth relay, while not as dangerous as the first by any means, is far rougher and is

Up and Down Hill for Almost the Entire Distance.

The B. C. W.'s thought that Emil Ulbricht was the right man for this relay, the Garden Citys thought Osen was suited for rough road riding, and the Acmes relied upon J. Sampson to beat the others out on this rough stretch. Ulbricht again proved his metal and finished away in the lead with Sampson second.

The tenth and last relay was now at hand and Charley Wells, B. C. W., was on the alert to take the package from his sturdy little club mate. The exchange was a pretty one and Wells darted off at a terrific clip and at the end of five miles was so far in advance of the others that he slackened his speed and continued on at a leisurely pace until within a mile of the finish when he let out a peg or two and made a good strong finish, amid the cheers of the 7,000 people who had gathered to see who would win the cup.

This is the kind you want.

INDIANAPOLIS, IND., April 15, 1895.

INDIANA BICYCLE CO.:

Gentlemen: I desire to express to you my unqualified approval of the noble qualities possessed by my Waverley wheel. None but a first-class concern, doing business on a solid business basis, could construct such a strictly high-grade wheel for the money. I am familiar with the fine points of all foreign wheels, and also other American wheels, but in beauty and symmetry of outline, and perfection in all mechanical parts, the Waverley leads the van. My wheel has been ridden more than *six thousand miles* over hill and dale, having done the greater part of the traveling in connection with my business awheel, and today is in better condition than many so-called high-grade brand new wheels. It affords me great pleasure to attest the merits of the Waverley at all hours and in all places.

Very sincerely yours,
C. A. MCCONNELL,
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Indianapolis, Ind., U. S. A.

When Wells crossed the tape he was seized by his friends and club mates and carried along the line for some distance. Pandemonium reigned for half a minute, but the arrival of the Acme man, Castleman, put a stop to the demonstration for the time being.

The Crowd now Broke Through the Lines

which had been stretched across the street, and when Wilbur J. Edwards finished it was in a crowd of people and as a result his front wheel was buckled and Edwards himself was severely bruised.

Walter Foster, who rode for the Olympics, finished fourth and William Reid finished fifth for his club, the Californias. Neither Ziegler, who rode for his old love, the S. J. R.C., or Harbottle, who rode for the Reliance Club, finished, owing to accidents. The time for the race was remarkably fast, being almost half an hour faster than for last year's race. The following table will give a good idea as to how the different men finished:

FIRST RELAY.

RIDER.	TIME.	PO.
J. E. Edwards, O. C. W.	29:35⅗	1
E. Languetin, B. C. W.	29:40	2
G. Hardenbrook, S. J. R. C.	29:50	3
H. C. Smith, G. C. C.	30:00	4
T. Schlueter, Acme	30:40	5
C. L. Taylor, R. A. C.	32:35	6
A. Alcayaga, C. C. C.	32:40	7

SECOND RELAY.

W. J. Christ, O. C. W.	30:44⅖	1
F. G. Lacy, B. C. W.	31:27	2
T. Delmas, G. C. C.	31:40	3
O. L. Pickard, Acme	32:00	4
W. Harris, S. J. R. C.	34:00	5
W. Klutz, C. C. C.	32:37	6
F. Drickman, R. A. C.	34:20	7

THIRD RELAY.

A. J. Menne, B. C. W.	28:56	1
W. B Fawcett, A. C. W.	30:35	2
R. Moody, G. C. C.	30:00	Tie
E. W. Decker, Acme	29:00	
V. A. Benson, S. J. R. C.	32:22	4
C. R. Griffiths, R. A. C.	32:50	5
W. C. Lovie, C. C. C.	34:26	6

FOURTH RELAY.

R. L. Long, O. C. W.	29:01⅖	1
T. A. Griffiths, B. C. W.	29:48	2
J. E. Alexander, G. C. C.	28:56	3
J. Kitchen, Jr., Acme	29:07	4
F. A. McFarland, S. J. A.C	26:59⅗	5
J. W. Harvey, C. C. C.	28:27	6
A. M. Boyden, Jr., R. A. C	28:35⅗	7

FIFTH RELAY.

A. Reid, B. C. W.	28:29	1
E. Chapman, O. C. W.	29:23⅗	2
A. Jarman, G. C. C.	28:24	3
W. A. Burke, Acme	28:13	4
A. Schwall, Jr., S. J. R. C.	28:48⅖	5
R. S. Collins, R. A. C.	28:54⅖	6
F. Struven, C. C. C.	28:57	7

SIXTH RELAY.

RIDER.	TIME.	PO.
H. F. Terrill, B. C. W.	31:15	1
G. A. Nissen, Acme	30:45	2
W. T. Hobson, O. C. W.	32:08	3
A. L. Hubbard, G. C. C.	31:45	4
G. Navlet, S. J. R. C.	30:00	5
F. M. Magill, R. Y. C.	34:15	6
H. P. Egeberg, C. C. C.	34:55	7

SEVENTH RELAY.

F. M. Byrne, Acme	27:27	1
T. S. Hall, B. C. W.	27:37⅘	2
R. E. Dow, G. C. C.	27:37⅘	3
C. F. Lemmon, O. C. W.	28:50⅘	4
F. Larder, S. J. R. C.	32:20	5
C. D. Bates, Jr., R. A. C.	28:05	6
E. Erbe, C. C. C.	28:01⅙	7

EIGHTH RELAY.

W. A. Terrill, B. C. W.	31:32⅕	1
M. F. Rose, Acme	31:36	2
C. L. Davis, G. C. C.	32:01⅙	3
W. H. Haley, O. C. W.	34:31⅕	4
J. H. Scully, S. J. R. C.	35:04	5
J. H. Dieckman, R. A. C.	33:25	6
H. Friedlander, C. C. C.	35:48⅘	7

NINTH RELAY.

E. Ulbricht, B. C. W.	29:20	1
J. Sampson, Acme	30:17	2
O. Osen, G. C. C.	32:16	3
C. R. Coulter, O. C. W.	30:10	4
W. H. Brainard, R. A. C.	33:44⅘	5

TENTH RELAY.

C. S. Wells, B. C. W.	28:42	1
C. Castleman, Acme	28:46	2
W. J. Edwards, G. C. C.	28:01	3
W. F. Foster, O. C. W.	28:23⅘	4
Wm. Reid, C. C. C.	32:50⅗	5
A. Thelson, C. C. C.	33:33	6

Notes of the Relay.

Annie Londonderry, the globe girdler, was an interested spectator of the finish.

Ulbricht rode the last mile of his relay on a flat tire.

Two protests were filed, one against the Olympics for putting John Edwards on their team, it being alleged that he has not belonged to the club for sixty days, and one against the Acmes, in the case of Nissen, for the same reason.

Rational costumes could be counted by the hundreds.

Roadmasters all along the line put the roads in the best possible condition, at least making a smooth path in rough places.

The Bay Citys gave an impromptu reception at their club rooms last night.

It is said that the Garden Citys feel very sore over the reported hissing of Terrill in San Jose.

Riders in this city, San Jose, and Oakland rode in full-length tights.

The Bay Citys finished first in six relays.

Fully 1,500 wheelmen rode to the finish.

The dealers are happy because no very serious accidents occurred.

The mayor of Oakland witnessed the finish.

Each packet contained the following letter from Mayor Sutro, of this city, to Mayor Davie, of Oakland:

MAYOR'S OFFICE, SAN FRANCISCO,
ADOLPH SUTRO, MAYOR,
SAN FRANCISCO, April 7, 1895.

Hon. JOHN L. DAVIS, Mayor of Oakland, Cal.

My Dear Sir: In the early days of California we had a pony express, which dashed along the plains and across the Sierra Nevada Mountains mounted on gallant steeds,

Today we have fleeter steeds, inexpensive to keep, faster than any other when properly handled.

A little army of these steeds will start from San Francisco this morning and will reach Oakland by way of San Jose. The first in the race will hand you this letter and I hope you will give him a hearty welcome. Yours very truly,

ADOLPH SUTRO, *Mayor.*

CHICAGOANS IN CALIFORNIA.

LOS ANGELES, CAL., April 9.—Two ex-Chicagoans distinguished themselves in the eighteen-mile road race of the Crown City C. C., at Pasadena today. Emil Ulbricht captured first time, while A. W. Cleaver, of the Chicago Cycling Club, carried away second time. There were fifty-four starters, W. H. Stewart, a 7-minute man, winning the race; E. P. Nelly, 6 minutes, was second, and W. Seamons, 7 minutes, third. Ulbricht finished nineteenth in 50:40, Cleaver was twenty-first in 51:13, W. Hatton won third time in 52:32.

THE LADIES' KNICKERBOCKER CLUB.

Chicago has a strictly ladies' bicycle club at last and it is already a thriving infant. The Ladies' Knickerbocker Club was organized six weeks ago by Mrs. K. B. Cornell with twenty-five charter members and in its short existence has more than doubled its membership. The Chicago Cycling Club has a ladies' auxiliary, with some fifty members, but the Knickerbocker Club is the only one of its kind in the west.

"Last winter the idea of forming a ladies' bicycle club struck me," said Mrs. Cornell to a BEARINGS' representative, "and I at once proceeded to put my idea in execution. Gathering a few of my friends around me I issued a call through the daily papers and now success is assured. We started in with twenty-five charter members and have held two or three meetings a week at my house, 163 Twenty-fifth Street, and we now have a large membership, which is constantly growing.

"There are no skirts in the club, all the ladies wearing knickerbockers or bloomers. Some of the ladies stick to the latter dress because they can not persuade their husbands that

"Knickerbockers are the Thing for Cycling.

But they are working hard and I expect that by midsummer all of our members will be wearing knickerbockers. By that word I mean garments that come to the knee, not necessarily as tight fitting as those worn by the men. The bags that come to the ankles and wide enough for the sail of a yacht are tabooed. My costume has been copied by many of the members and I have been complimented on it.

"Three Sundays a month we will have regular runs; no butterfly rides, but tours through the country. We have planned one run to Michigan, while next Sunday we will have our first regular run. Gentlemen will not be allowed to join the club, but as most of our members are married their husbands and invited guests will be allowed to participate in our runs. During the week we

"Will have Runs Nearly Every Day.

We will have no clubhouse, no dues, and but one officer. The ladies of the Knickerbocker Club have seen fit to honor me with the office of president, but we will all work together and no one will have more to say about the conduct of the club than the others."

The Ladies' Knickerbocker Club made its public bow on April 10 when twenty of them turned out to escort Mrs. McIlrath, who is now encircling the globe with her husband, as far as Garfield Park. Mrs. Cornell is making arrangements to have the club turn out in full force on the grand union run of the Associated Cycling Clubs on May 26. She thinks that the L. K. C. can capture the prize for the best appearing club in line and the chances are that it will, for who could refuse to so honor the ladies. The future of the club is bright indeed and it ought to become a strong factor in local cycling.

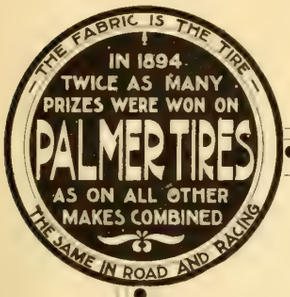
TANDEM RACING.

There should be, in the coming season, a greater indulgence in tandem racing. A great deal of attention has been given to this type of machine, and the possibilities of good sport are great. The weak points in the construction of the machine have at length been, in cases, strengthened, and as soon as racing men get into some sort of condition the pace of tandem riding will increase all round, bearing in mind the perfected machine and the number of men who now ride it. The effect of various combinations will be watched with interest. A preliminary dose of tandem riding is good, even for men who have no serious intentions of racing on the machine during the season, as the work gives a steadier action on a single. It is a fact that several men, who previously swayed and wobbled, have been distinctly improved by the work, and leg and ankle action has been done more harmoniously. In these circumstances there is little doubt that for men about to start racing a little tandem racing riding will materially help to improve style and action, and to attain this improvement more quickly an occasional change of seats is desirable. We know, of course, that high gears on tandems slow a man for a time and also make steering a single a little awkward for a brief period after changing over, but in neither case is the effect lasting. The rider soon regains his old pace and the steering is greatly improved, quite as much by improved body balance and steadiness, as by increased care necessary in steering a tandem.—*Cycling* (*Eng.*).

A CYCLE PRESS ASSOCIATION FORMED.

At Buffalo, N. Y., on Friday and Saturday April 12 and 13, the representatives of several of the leading cycling papers got together and formed the "Associated Cycling Press of the United States." The papers represented and their representatives were as follows: THE BEARINGS, Geo. K. Barrett and N. H. Van Sicklen; *The Wheel*, F. P. Prial; *The Referee*, S. A. Miles and R. M. Jaffray; *The Bicycling World*, C. W. Foudrinier; *The American Cyclist*, Joseph Goodman; *Cycling Life*, Walter Wardrop, Jr.; *Cycling West*, G. A. Wahlgreen; *American Wheelman*, H. L. Saltonstall. The work of organization was completed. A detailed account of the doings of the meeting will be published soon.

It has been decided upon that the first prize in the Martin twenty-five-mile road race, which takes place in Buffalo on Decoration Day, will be a horse, wagon, and harness, valued at not less than $600. The wheels of the wagon will probably be fitted with pneumatic tires.





TWICE AS GOOD AS OTHER TIRES

PALMER TIRES

AN ECHO FROM THE COAST.

Crown City 18-Mile Road Race, at Pasadena, Cal., April 9.

54 STARTERS. 14 ON PALMERS.

Only four lost in the shuffle.

TIME.

1st EMIL ULBRECHT.

2d A. W. CLEAVER.

4th	PHIL KITCHEN.	8th	B. D. MASSEY.
6th	F. H. WRIGHT.	10th	A. JAY.

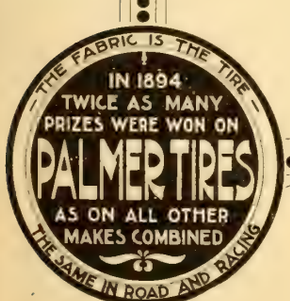
PLACE.

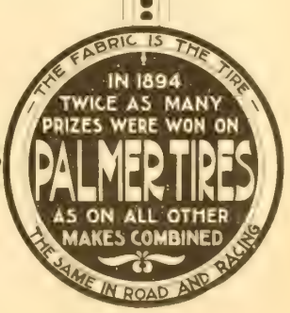
2d	E. P. NEILEY.	6th	F. H. WRIGHT.
4th	ED. NORMAN.	7th	B. D. MASSEY.

NOTICE—Our guarantee covers each and every tire we make except the LIGHT RACER.

Palmer Pneumatic Tire Co., 46-48 Van Buren St., Chicago.

For prices and information address:
SELLING AGENTS, THE COLUMBIA RUBBER WORKS CO.
65 Reade St., New York, and 159 Lake St., Chicago.





TWICE AS GOOD AS OTHER TIRES

HAS ADOPTED CLASS B.

Canadian Wheelmen's Association Concludes to try the American Scheme—Details of the Annual Meeting.

TORONTO, April 13.—The thirteenth annual meeting of the Canadian Wheelmen's Association was held here on Good Friday at the palatial quarters of the Toronto Athletic Club. In many ways it was the most important event in the history of the association, over 200 delegates, representing clubs from Quebec to Winnipeg, were present. The most important measure brought before the assembly was the two-class amateur rule, introduced by the new chairman of the racing board of the C. W. A., George H. Orr. This rule was adopted without very much opposition and the C. W. A. rules regulating Classes A and B are now identical with those of the L. A. W.



DR. P. E. DOOLITTLE.

R. A. Robertson, the retiring chairman of the racing board,

Proposed a Straight Division of the Riders

into amateurs and professionals and considered that the question would very soon be settled on this basis. The matter was left in abeyance until next year, but not before Mr. Robertson had put forth many reasons for the adoption of his motion.

The retiring president, A. T. Lane, read a very satisfactory report pointing out that the association had made a gain of over 55 per cent in the past year.

The report of H. B. Donly, who has been secretary of the association since the inception thirteen years ago, was most exhaustive. He felicitated the C. W.A. on the fact that whereas the C. T. C., of England, and the L.A.W. experienced a decreasing membership during the past year, the Canadian organization

Had Largely Increased its Membership and Influence.

Mr. Donly pointed out that the Canadian Wheelmen's Association expected at no distant date that the International Association would hold a world's meet in Canada, when the attendance of the best European and American riders would be assured.

The election of officers resulted in the elevation of Dr. P. E. Doolittle to the highest office in the gift of the association. Doctor Doolittle has been prominently identified in cycling since its infancy in this country and has done a great deal for the good roads movement in this province. He attended the late cycle show held in New York and his success in securing subscriptions among the American exhibitors was very marked.

The Doctor held all the Canadian Championships

in the years '79, '80, and '81 and was one of the original founders of the C. W. A.

Doctor Balfour, of London, was elected for the vice-presidency. Geo. H. Orr was unanimously elected as chairman of the racing board.

There were several applications for the annual meet, which is always held on July 1 (Dominion Day). All the applicants except Waterloo and Peterboro withdrew, and after a lively contest and hearing several plausible arguments put forth by the representatives from these places, the ballot was taken, and resulted in a victory for the little German town of Waterloo, which has a first-class track and is widely known as being the home of J. E. Seagram, the proprietor of the finest stud of racing horses in he Dominion.

A Dinner was Tendered to the Visiting Delegates

in the evening by the Toronto Bicycle Club, during which President Doolittle outlined the policy he intended to pursue during the year. Briefly, it is his intention to establish a system of guideboards at all important road intersections that will tell the traveler, not only how far he has come from the last stopping place, and how far it will be to the next, but also what is the total distance to the important termination of the route, and will give him correct and assuring information as to the hotel whose guest he should become. The doctor has 1,000 of these boards prepared, a few of which he exhibited. A book will be published containing sketches of the principal touring highways which will be distributed all over the world. The board will under the doctor's direction arrange for tours in all parts of the country during the summer, and

The Coming Season will be a Banner One

in the history of the C. W. A. A musical programme filled up the balance of the evening.

There is a vigorous movement going on for the bettering of the Canadian roads. Andrew Pattulo, of Woodstock, is the chairman of the Good Roads Association. Mr. Pattulo thinks one of the best ways to assist the goods roads movement is for wheelmen everywhere to endeavor to influence public opinion through the press. Wheelmen should also recognize a good path master wherever found.

The Wheelmen's Association is divided into twelve districts with a chief consul and representative for each district. The entire control of the official organ, the *Canadian Wheelman*, has been placed in the hands of Hal B. Donly, of Simcoe, whom some members of the association facetiously termed the "Boss Pantata" of the C. W. A. Heretofore it has been part of the constitution of the association not to give a sanction to the holding of any other meet on the first of July anywhere in the Dominion, as the same

Might Possibly Interfere with the Success of the Annual Meet

of the C. W. A. A strict enforcement of this rule has operated somewhat harshly and at the annual meeting held yesterday, the association concluded that it was now big enough and strong enough to leave the matter of giving such sanctions entirely to the discretion of the racing board. With the adoption of the two-class rule it is expected that the friendly relationship now existing between the C. W. A. and the L. A. W. will be largely increased and that many of the American riders will be able to participate in the various race meets which will be held in Canada during the coming season.

The C. W. A. propose to resent the claim to jurisdiction made by the L. A. W. over the portion of the Province of New Brunswick and it is expected that a friendly adjustment of the difficulty will soon be reached, as it is the desire of the newly elected officers of the Canadian Association to cultivate the most friendly and cordial relations with the members of the L. A. W.

PEACE AT LAST IN ST. LOUIS.

ST. LOUIS, April 14.—Somewhat over a year ago the warring factions among local cyclists decided to bury the hatchet and labor together for the good of the common cause. Henceforth harmony was to be the watchword. The outgrowth of this feeling was the formation of the Associated Cycling Clubs and everything moved along smoothly for awhile. The circuit date last August, though, caused a split up, the Pastime Club kicking over the traces at not being allowed to run things and "we never sleep" was adopted as the new watchword. Fall and winter passed with the opposing sides fighting as bitterly as ever. Spring came and though both were tired of fighting neither would give in; the Pastimes recently, however, elected a new president to the bicycle division, Willi Brown, with a view of negotiating peace, and the Associated Cycling Clubs were glad of the opportunity.

So it happened that at a meeting of the Associated Cycling Clubs last Friday night Willi Brown was present and while

No Terms Were Agreed Upon,

what each organization was willing to do was outlined. The Pastime Club was again to become a member of the A. C. C. and lend assistance in managing a midsummer meet; in return for which the A. C. C. would turn over to the Pastimes the circuit date, October 5, assigned to them. Mr. Brown was well satisfied with the terms that were proposed and at a special meeting of the board of directors of his club will lay the matter before them with the recommendation that they be accepted. The return of the Pastimes to the fold will undoubtedly be the cause of bringing the Century Road Club and the Victor Cycling Club into line and the result will be a powerful organization that will be able to accomplish many things for the good of wheelmen.

Although it is a month off, all the details of arrangement for the annual Pike County tour are about completed. Instead of making the trip to Louisiana by boat, as in former years, and coming back by train, the train will be taken both ways, making the fare for the round trip $2, or less than half of the fare via boat and train. The party will leave on the evening of May 11, spending the day in riding over

The Splendid Roads of Pike County

and arriving back in St. Louis by half-past nine in the evening.

The new Forest Park road race course has been measured, and once around the course is four miles, so that covering it five times, as was done over the old course, will make it twenty miles. The entry fee will be as before, $1, and the handicap limit will remain at 10 minutes. Owing to the extraordinary increase in the number of riders during the past and present season, it is likely that the number of entries will be correspondingly large, and some restriction will surely be made to limit the field; possibly membership in some recognized club will be the necessary qualification.

E. E. Anderson, of the Eclipse team, and John W. Coburn, of the Syracuse team, have gone to Louisville to train, as the Pastime track is not in shape for use at present; Anderson writes back that the weather has been

Too Cold to do any Training in Louisville.

The first meet of the season will be given on May 18 by the Pastime Athletic Club, and Titus and Cabanne, of the Spalding team, are promised as an attraction.

The Associated Cycling Clubs will give a midsummer meet on August 24, and it will eclipse last year's meet. As soon as the Pike County tour is over, work will be commenced on it and if it is not an entire success it will at least be the first, even partial, failure to the credit of the association.

The ball of the Increasable Cycle Club was a great success in Paris. Every cyclist wore a fancy road or racing costume. The feminine element was well represented at the Neoulin Rouge, and some of the handsomest Paris wheelwomen were present.

ADVERTISEMENT.

A COLUMBIA PRIMER.

Everybody is Talking About Columbias—Some of the Reasons Why.

This is a Columbia year—Columbia agents inundated with orders—dealers in other machines frantic at the certainty with which prospective buyers make up their minds that the only mount for them is the standard Columbia.

Comparison of 1895 Columbias with other so-called 1895 bicycles leads to the inevitable conclusion, aptly put by a well-known rider, that "Columbias are 1896 machines in 1895." The more one knows about bicycles the more does he appreciate the fact that Columbias are, as ever, unequaled, unapproached.

The details of Columbia construction are worth studying, for to know them thoroughly is a liberal education in what is right and proper in bicycles.

Here are some of the points to make studying easy:

Lines and Proportions.

As a whole and in detail the new Columbias are beautiful—not a false note, everything in full swing with the rhythmic beat of modern progress; and this beauty is not merely of line and finish, but a beauty of material, strength, lightness, and mechanical ingenuity that will cause this bicycle to give an endless amount of pleasure and satisfaction to its rider.

Cranks and Crank-Shaft.

In the new Columbias the cranks and crank-shaft are mechanically one piece, with no nuts or keys to work loose or catch trousers or needing force and skill to remove and replace. The Columbia crank-shaft mechanism is a perfect union joint, by means of right and left threads in a revolving sleeve. The tendency of every revolution of the cranks is to make the joining of the parts in the center of this sleeve firmer and closer, and no amount of back pedaling will affect or loosen them, as the sleeve is still revolving in a forward direction. By the use of this device narrow tread accompanies great strength and extreme width between bearings. Cranks can be instantly removed without force or in any way affecting or disturbing the bearings. The Columbia crank-shaft is the mechanical sensation of the year—a good thing. You need it.

Tread.

That Columbia construction is right construction is nowhere more clearly shown than in the treatment of the subject of tread in the 1895 machines. There are no fads in Columbias. The distance between the rider's feet is exactly right for comfort and the most effective application of power. The tread is very narrow, and yet there is no weakening of the crank-shaft bracket or rear wheel—a vital point.

Hubs and Balls.

The ingenious combination of large barrel hubs and large balls is a feature combining a maximum of strength, a minimum of weight, and a marvelous ease of running. The ball cases at every bearing are removable, and the relation between balls, cones, and cases is so exceedingly accurate that friction is almost impossible.

Sprockets.

Both front and rear sprockets are easily detachable, and are marvels of accurate cutting, lightness, and strength. So perfect is the fitting of the chain and the sprockets that an exact tangential pull is always maintained, and friction is reduced lower than has heretofore been thought possible.

Chain.

Another of the Columbia features creating a sensation this year is the chain. It is of the well-known Elliott self-oiling pattern that has been so popular in the past, but in finish, lightness, and beauty it is a revelation. Without in any way decreasing the strength, the weight has been reduced nine ounces.

Handle-Bar.

The new Columbia handle-bar is by far the most graceful, and most easily and securely adjusted handle-bar of the year, with a strength and lightness made possible only by the new nickel-steel tubing that is an exclusive feature of 1895 Columbias. The adjustment admits of every desirable position, while the graceful curve brings the handles always just where wanted.

Rims.

Nothing but the best can enter into Columbias, hence laminated rims, although the most expensive, are used. Many coats of a special preparation, both before and after the spoke-holes are bored, protect the wood from the effects of moisture. The laminated wood rims have been found, after careful and severe tests, to be stronger and more elastic than any other.

Tires.

Single-tube tires, of course, are the regular equipment of Columbias, and they are lighter, speedier, and more flexible than ever. These tires are the simplest and easiest to repair. They give highest satisfaction. The new valve is simple and certain in its action, and it may be safely claimed that it can not leak.

Pedals.

Columbia pedals, whether they are rubber or rat-trap, are ideally light, handsome, and durable, and approach nearest to being dust-proof.

Finish.

The bicycle finish that is most admired and the one that is everywhere imitated is found only on Columbias. There has never been an approach to its luster or an equal to its durability.

Guarantee.

All bicycles are guaranteed to a greater or less extent, but there is less need of a rider's requiring a warrant on a Columbia than on any other make. The Columbia has the largest bicycle concern of the world back of it, and its guarantee is strongest and most liberally interpreted.

The above are cold mechanical facts. To the expert in bicycles they mean much; to the average man they may mean little, save as they indicate the thought and care exercised in keeping the Columbia in its acknowledged position as the standard for the world.

It is in their combination, though, that these facts mean most—a bicycle that will run easier, last longer, and give greater and more enduring pleasure and satisfaction than can be secured from any other bicycle in the market today. It is the testing of this flying combination of good things on the road that is producing the clamorous demand for Columbias at $100—the "1896 machine in 1895." See the Columbia agent at once.

A Flying Combination of Good Things.

STUDY THEM OUT.



"Climbs hills like the wind."

No certificate of quality is needed with a Columbia. Every one who meets you knows at a glance that you are mounted on the best bicycle built. The name plate tells the story.

The bicycle dolls of the Pope Manufacturing Company are a tremendous hit. Five 2-cent stamps sent to Hartford will bring them to you. Address Publishing Department, Pope Manufacturing Company.

"It climbs hills like the wind!" is the way one enthusiastic purchaser of a Model 40 Columbia puts it.

COLLEGES INTERESTED IN CYCLING.

Harvard Working to Form an Association—Plans for Summer Touring—W. F. Sanger's Offer.

BOSTON, MASS., April 13.—This has been an awakening week in Boston. The division, through its various committees, has begun to move and the two largest clubs of the city have held significant business meetings. Another week will see all the boys riding on the roads and then till the last of October will the wheels merrily go round at the Hub.

There is a scheme on foot to develop and more closely cement together the cycling interests of the great American colleges, which Harvard is enthusiastic over, and if an association is formed, as there will undoubtedly be, she will become one of its charter members and a firm supporter of it. The cycling event in the intercollegiate games has never been a matter of lively interest among the college men and the Harvard association, which has held a meet every June, has lost courage for it because it was an open meet and the local fliers always took off the trophies and

Left Nothing for the College Boys.

Now all this is about to be changed. The University of Pennsylvania has issued a call for the establishment of a simply cycling association. Capt. Norman Bingham, of the Harvard team, says of it:

"The proposition has created at Harvard a good deal of discussion among the members of our association. The association at Harvard has a large membership. The number of men trying for the team is but fifteen. The association has a scheme on foot to arouse interest among college riders and develop new men. It is proposed to hold a meet on Holme's field some time in June to be open to college men only. It is proposed to send invitations to Yale, Princeton, Pennsylvania, Cornell, Columbia, and other colleges."

If this scheme goes through it will be the salvation of college cycle racing, and will furnish the path with some good men. Taylor was a college man and Freddie Elliott

Won His Laurels on the College Path.

Sims is also a college man, and Osgood, the Pennsylvania football player, is a good short-distance man on wheels.

Harry Tyler was in town this week looking over the Waltham track, in company with the only Herrick, of Chicago. Harry was in Boston to get his Union racing wheels. It is probable that he will go south to train very soon, with Webb to look after him. He is in excellent condition, and has gained hardly a pound of flesh through his winter of idleness. Henry Crowther also looked in and smiled knowingly. He says he isn't saying a word about the trade. It's all he wants to handle.

The Whitworth company, of England, have offered Willie Sanger, through their American agents, Hyslop & Co., of Canada, the sum of $20 and expenses per week for the season and it is very probable that he will take the offer. If he does, he will come to Waltham immediately and go into training under the eye of Billy Corcoran. Billy, by the way, is very busy these days

Organizing a Lot of Pacing Teams.

The Press Club, at its regular meeting the other night, established a non-resident membership which will furnish revenue to the club and be a good thing to build it up. The tournament committee has organized into sub committees and gotten down to hard work. The various men in charge of the details of the work are men who are well known for experience and cleverness, and there is no doubt but that this will be one of the most significant meets of the country.

The A. C. C. May 30 races at the spring meet of the division are in charge of three of the daily cycling scribes, Arthur K. Peck, J. C. Kerrison, and George L. Sullivan. It has been practically decided to offer nuggets of pure gold for firsts, and play the allowed limit on all prizes offered.

The local consul system conceived by Chief Consul Sterling Elliott is already bearing fruit and he has a great stream of applications pouring in for the appointments. He has now issued a blank to the references asking them if they know the applicant, if he has any bad habits, if they know of anybody better, and so on. Working in conjunction with this scheme the division press committee, appointed at the last annual meeting, is doing some work.

This Committee has been Steadily and Quietly at Work

since its appointment. As fast as the division standing committees were appointed, notices would be sent to the paper published in the home of each member of the committee telling the news of the appointment, the work of the committee, and speaking a good word for the L. A. W. in general. Now as fast as the local consuls are appointed a similar notice will go to the papers in their respective homes. It will tell what the objects of the L. A. W. are and tell its advantages and benefits to the ordinary wheelman. The members are coming in in large numbers, by the way, and there was a list of over 600 applicants for the second issue of the *Bulletin*.

If well laid plans do not fall through, and there is no reason to suppose they will, there will be plenty of touring in this division this summer. The division touring committee, which consists of the daily scribes of the Boston press, has arranged a series of tours that is, to say the least, far ahead of anything that any former committee has ever undertaken. At a meeting held this week Chairman J. C. Kerrison expressed a determination

To Carry out to the End every Tour Planned.

The usual May 30 morning run through the park system will be run this year as always and will leave headquarters at 7 o'clock, getting back in time to join the parade. June 17 a party will leave Boston at 9:30, and wheel to Echo bridge by way of Cambridge and Watertown and come to the Woodland Park for dinner, taking in the races in the afternoon. This will be in charge of F. P. Sibley. On Saturday, June 15, a party will leave Boston at 2:30 for Fitchburg, where they will arrive at 7:30 that evening and remain over night. Sunday morning the party will start for Mt. Wauchessett where they will dine, and then wheel back to Concord that night where they will stay. The next morning, Monday, they will wheel to Auburndale in time to meet the party there under Sibley and wind up the tour at the Press Club's races in the afternoon.

MACDONALD IS ILL.

SAN JOSE, CAL., April 9.—Ray Macdonald has been sick for a week past, but Bald is training twice a day and seems to be getting into good shape, though it must be said that he is not riding as well as the Californians now training on the track. If the easterners do not ride of course it will take much of the snap and dash off the meet on the 19th and 20th, but the Falcon and Rambler teams, with the other men who are training for the events, will furnish great sport.

The new track presents a very busy scene every morning from 10 o'clock until 12, and from 2:30 until 5 in the afternoon. Dozens of men are training for the coming races, novices are more numerous than ever, and from the way that some of them are riding it would seem that the novice record would surely go at the meet next week.

The Rambler, Columbia, and Falcon teams have daily brushes of speed with the honors about even. Otto Ziegler is riding in splendid form, as is Harbottle, Wells, Edwards, Osen, and Jones, and when these men line up for the mile invitations Californians will see

The Greatest Aggregation of Crackajacks

that has ever been seen on this coast. Bob Terrill, Al Griffith, Tommy Hall, and Walter Foster will come down from San Francisco this week and the already large list of fast men will be added to.

There are many who believe that Bob Terrill, Charley Wells, and young Allan Jones will be the crackajacks this year and there is no good reason why they should not rank at the top. They are to receive the very best of care and they are all mounted on good machines. Harry Terrill (Bob's brother), Archie Reid, and Emil Languetin, of the Bay City Wheelmen, of San Francisco, will push Jones very hard for honors in Class A, while Tony Delmas, Russel Cushing, Al Griffith, and Fritz Lacey, the Los Angeles flyer, will rank among the best Class B men on the coast.

The announcement that Oscar Osen, one of the star members of the California Rambler team, and a most promising man, had been suspended for alleged crookedness, fell like a bomb in the camp of his friends.

Osen is Accused of Selling Two Lots

won last November at the diamond meet held in Phoenix, Ariz. Osen, in conversation with THE BEARINGS' correspondent, said that he could clear himself without any difficulty, but would not make a definite statement at this time. He will make a complete denial of the charges at the proper time, so he says.

The Ladies Cycling Club held its annual election last week and the following officers were elected for the ensuing term: President, Miss Sue January; vice-president, Mrs. Will Alexander; secretary, Mrs. Wilcox; captain, Miss Celine Delmas; first lieutenant, Miss Grace McKenney; second lieutenant, Miss Florita Pete; bugler, Miss Edith Murgotten.

Another fashionable livery stable has added a bicycle renting department to its possessions. The Dashaway has always enjoyed a good patronage, but since the cycling craze has become so general the receipts of the establishment have dropped and so Mr. Hale, the hustling manager, has decided to rent bicycles to keep the receipts up to their former standard.

FAST TIME IN CUBA.

HAVANA, CUBA, March 31.—Even though the island is in the midst of a rebellion the wheelmen still continue their sport. Today the championship races were run on the track of the Club Biciclista de la Habana and a new champion was discovered. In the twenty-five-kilometer championship the pace was so hot that Pippo, the '94 champion, was compelled to retire three kilometers from home. The race was then between Nicolas Gomez-Pego and Manuel Codina, the other four contestants having given up the fight. Although suffering from injuries received by a fall while training Codina pushed Gomez-Pego hard and was only beaten out in the sprint.

The sun was very warm, but a high wind from the north made it hard work racing. Notwithstanding the wind the 21¼ miles were ridden in 44:06. The winner rode a Humber, while Cordina was mounted on a Whitworth. The other races were close and exciting. The young ladies of the President of Honor pinned the medals on the winners.

Summaries.

Preparatory race, 1,500 meters.—Ricardo Maya, first; Y. Tonarcly, second; T. Mas, third. Time, 2:44.

Twenty-five-kilometer championship.—Nicolas Gomez-Pego, first; Manuel Codina, second. Time, 44:06.

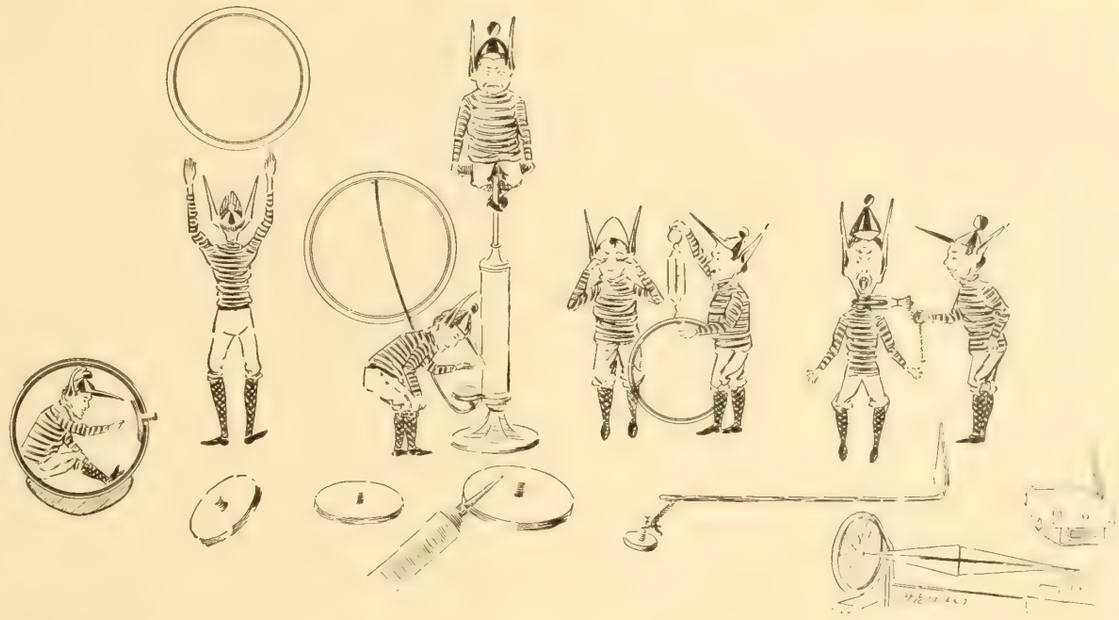
Six hundred meters for boys under eight years.—Genara Codina, first. Time, 1:22.

Boys' race for youths between the ages of eight and fourteen.—Juan Xiques, first. Time, 1:25.

Six hundred meters girls' race.—Dolores Codina, first. Time, 1:38.

Three thousand meters club special,—Jesus Aboy, first; T. Mas, second; R. Maya, third. Time, 5:59.

Four thousand five hundred meter handicap.—C. Velasco, first; A. Cao, second; J. Aboy, third. Time, 7:57⅘.



Elf-Tiger Wheelmen's Investigating Committee Report:



YOUR Committee are pleased to submit the following report on Tires:

Your President examined a repaired tire, found it tight as a drum and permanent. The repair kit is compact and complete.

The Color Bearer did the bouncing, and was completely disjointed in his efforts to stop the rebound. The tire is lively.

The Pacemaker is sitting on his pump yet, waiting for a leak; all efforts to burst the tire were futile.

The First Lieutenant dissected the tire, found nothing but select long staple Sea Island cotton and pure Para rubber. It's made of good stuff.

The Second Lieutenant weighed the tire and found it light.

The Bugler tried the choker on the member "who would have won the race if" and reports favorably.

Our racing team finds them speedy and wants to use them, but Victor makers sell on merit and don't need their services.

On the whole, we find, by the aid of the resiliometer and dynamometer, that Victor makers have produced the most perfect tire of the age. Gentlemen, your Committee will ride Victors.

MEMBERS (in unison): "You will have lots of company."

OVERMAN WHEEL CO.,

MAKERS OF VICTOR BICYCLES.

BOSTON. NEW YORK. DETROIT. DENVER.
Pacific Coast: SAN FRANCISCO. LOS ANGELES PORTLAND.

SIGNED THE AGREEMENT.

Shafer and Eck Complete the Arrangements for the Match Races Between Sanger and Johnson.

NEW YORK, April 15.—T. W. Eck, manager of the Stearns team, reached this city at 10:30 o'clock last Saturday night, prepared to close negotiations with Dave Shafer, manager of the Spalding aggregation, for a series of contests between J. S. Johnson and W. C. Sanger. After matters in general were discussed at length the following articles of agreement were drawn up, and signed by Messrs. Eck and Shafer in the presence of F. Ed Spooner and Dixie Hines:

This agreement is entered into between Walter C. Sanger and John S. Johnson for a series of bicycle races under the following conditions:

The races shall be three in number, of one mile each. One of the races shall take place east, one west, and one to be mutually agreed upon, and in case of any disagreement over the location of the race the decision shall be reached by the toss of a coin. Each race shall be awarded the club mutually agreed upon. The first race shall be held on or before June 29, the track and date to be named by May 10. The second and third races shall be held on or before August 20 and September 29, respectively. The date and selection to be announced at least one month prior to the advertised date of the race. It is agreed that the western race shall not be held farther west than Denver, Colo., and the prizes are to be limited to gold bars. Each contestant in these races shall be entitled to a pacemaker, and the start in each race shall be a flying one. In case of dispute as to the possession of the pole it is to be decided by the toss of a coin. The referee shall be Geo. D. Gideon, chairman of the L. A. W. Racing Board, under which rules these races are to be run, for the first race only, the referee for the remaining races to be mutually agreed upon; and in case of the declination of the Racing Board chairman a referee shall be selected by mutual consent.

D. G. SHAFER, for the Spalding team.
T. W. ECK, for the Stearns team.

Everything was arranged without any unpleasant allusions to side bets or anything of that kind, both men appearing anxious to agree with the other lest the contests fall through.

When it came to arranging details for the twenty-five-mile race between Johnson and Titus things progressed swimmingly up to

The Point Where the Pacing Question Arose,

on which rock the argument split and that race was declared off, at least for the present, owing to Dave Shafer's hurry to catch a train for Chicago, whither he and Fred Titus departed today. Regarding this question of pacing it was Eck's idea to change pacemakers whenever and at any point that Johnson called for it, Titus to be allowed the same privilege. Either man was to be allowed the use of the other's pacemaker, Eck's intention being to save the race from the semblance of a procession. A time limit of 2:15 per mile, proposed by Shafer, was readily accepted by Eck.

Shafer wanted to change the pace at regular intervals and at one spot on the track, Eck's objection to this being his fear that this would look too much like a trial against time rather than a race man to man. Shafer will consider Eck's proposition and vice versa, the final decision being arrived at during the next week or ten days after both men have had time to carefully weigh each other's ideas on the subject.

The One-mile Race Between Sanger and Johnny

will be run in three contests, not best two out of the three, the championship feature being omitted through respect to Bald, Tyler, and others who are worthy of consideration before anything so decided as this is done.

The first of this series will be run some time during the latter part of June, as Eck has already received several inquiries as to having the races run at different meets on the national circuit, no decision as to the location having as yet been given out.

The team race will be a battle royal and should easily prove itself the star event of the year. Sanger, Titus, and Cabanne will compose the Spalding team, while Johnson and two others, whose names have not yet been chosen by Eck, will line up in opposition. The other two men to go with J. S. Johnson will be picked from L. C. Johnson, E. C. Johnson, Louis Callahan, A. W. Porter, Herman Klinsmann, and several dark ones. This event will be contested from opposite sides of the track, each team making their pace.

In anticipation of the twenty-five-mile race, Eck has had Johnny examined by prominent physicians in Canada, who pronounce the record-breaker to be fit to go any distance at his highest rate of speed.

Eck Returns to Syracuse

on Wednesday from which point he will go to Louisville about May 1 to round his team up into form.

Both Shafer and Eck appear confident of victory in the matches, and it is safe to assume that when the tape has been crossed in each event the winner as well as the loser will fully realize that he has been a factor in one of the greatest contests that ever graced an American track.

ENGLAND DISCUSSING THE RACING QUESTION.

LONDON, March 30.—This afternoon a well-attended meeting of the council of the N. C. U. was held at Anderton's Hotel, Fleet Street, W. B. Tanner presiding. The agenda was of great length, including the election of new officers for the present year.

In the report of the general committee occurred the notice to which I referred some weeks ago—a forecast of the future policy of that body with regard to racing men who might combine to stand down in any race for which they had entered. Mr. McGuire, of Newcastle, strongly criticised the wording of this notice and the punishments therein threatened. After some debate it was agreed that in any future copies issued the words "such revoked licenses will not under any circumstances be renewed" should be struck out.

Much discussion arose over the report of the late conference between the N. C. U. and A. A. A., over which it transpired that the latter body would not agree to allowing any events for unlicensed or professional cyclists at a mixed meeting under A. A. A. and N. C. U. rules. The opinion was freely expressed that

The Time to Fight the A. A. A. had now Arrived,

and a resolution to that effect was carried, which will doubtless lead the Union to take a definite action in encouraging the clubs to cater for unlicensed riders and professionals, in some cases by omitting all foot events from their meetings.

Mr. Britten's presentation of the balance sheet revealed the fact that the Union possesses over $4,000 at the present time and that last year's working resulted in a profit of $273. The championship meetings brought in the welcome sum of $1,447 without which receipt, instead of a profit a very considerable loss would have been shown.

Then came the election of officers. The election of a president was again adjourned. In addition to the re-election of Messrs. Tanner, Todd, and Sheppee, Messrs. G. W. Grace (of Manchester) and Henry Sturmey (of Coventry) were elected. Mr. T. W. J. Britten and Mr. J. A. Church were again elected as treasurer and secretary respectively, being cordially thanked for past services. As a professional licensing committee Messrs. Britten, Todd, and Turner were elected.

The Subject of Records Again Came Up.

Mr. Blair had a motion to which many amendments were proposed, but the latter were all thrown out, and Mr. Blair's resolution, slightly altered by the mover, was carried as follows:

That no claim to an amateur record shall be adjudicated upon unless made in a bona fide club or open race, or in a time trial at an open race meeting. All under N. C. U. rules.

Note. In the case of a time trial at an open race meeting, the name of the rider and record intended to be lowered shall be announced in all programmes as if it formed an event in the programme of the meeting.

That no rider shall attempt, or claim, or permit to be published a record not under N. C. U. rules, or shall any official of the Union officiate or assist in any capacity at any attempt at a record not under N. C. U. rules; and any rider so attempting or official assisting shall be suspended for such time as the general committee shall think fit, and the general committee shall adjudicate on each case and decide thereon without appeal.

The foregoing was aimed against the making of records by makers' amateurs, riding under the guise of amateurs.

Percy Low made a spirited attack against the International Cyclists' Association, and moved that the N. C. U. should withdraw its membership. However the counsels of Henry Sturmey and Doctor Turner carried the meeting, and Mr. Lowe's proposal was thrown out.

The Trafalgar Club at Chelsea will be opened in May, by which time it is hoped the four-lap track in the grounds will be complete.

There was a 100-mile race at Putney track today, promoted by the Putney Athletic Club, but the start was made so late in the afternoon that at 5 o'clock Chapple, the leading rider, had only covered fifty-five miles, and there seemed no chance of the race ending before darkness had fallen.

On a Country Road near Norwood

may be seen any fine day a strange cycling club. A queer machine, consisting of eight full-sized safeties joined together by nickel bars, whirls along. The man in front does the steering, and occasionally shouts directions; the other seven riders are blind. They are members of a blind school, the leader being the master, and he takes out a different group of his pupils each day.

Today I have had the pleasant experience of a twenty-mile drive in a pneumatic tired hansom belonging to the Dunlop firm. In driving down to Putney a variety of road surfaces were covered, ranging from rough granite, macadam, and gravel, to smooth wood and asphalt. Needless to say, the vehicle was luxuriously comfortable, and whenever it enjoyed a clear course outpaced all the other carriages overtaken. The driver never used a whip when he wished to pass anything, the horse flashing past as if dragging a featherweight vehicle. It was

Necessary to Slow up in Turning Corners,

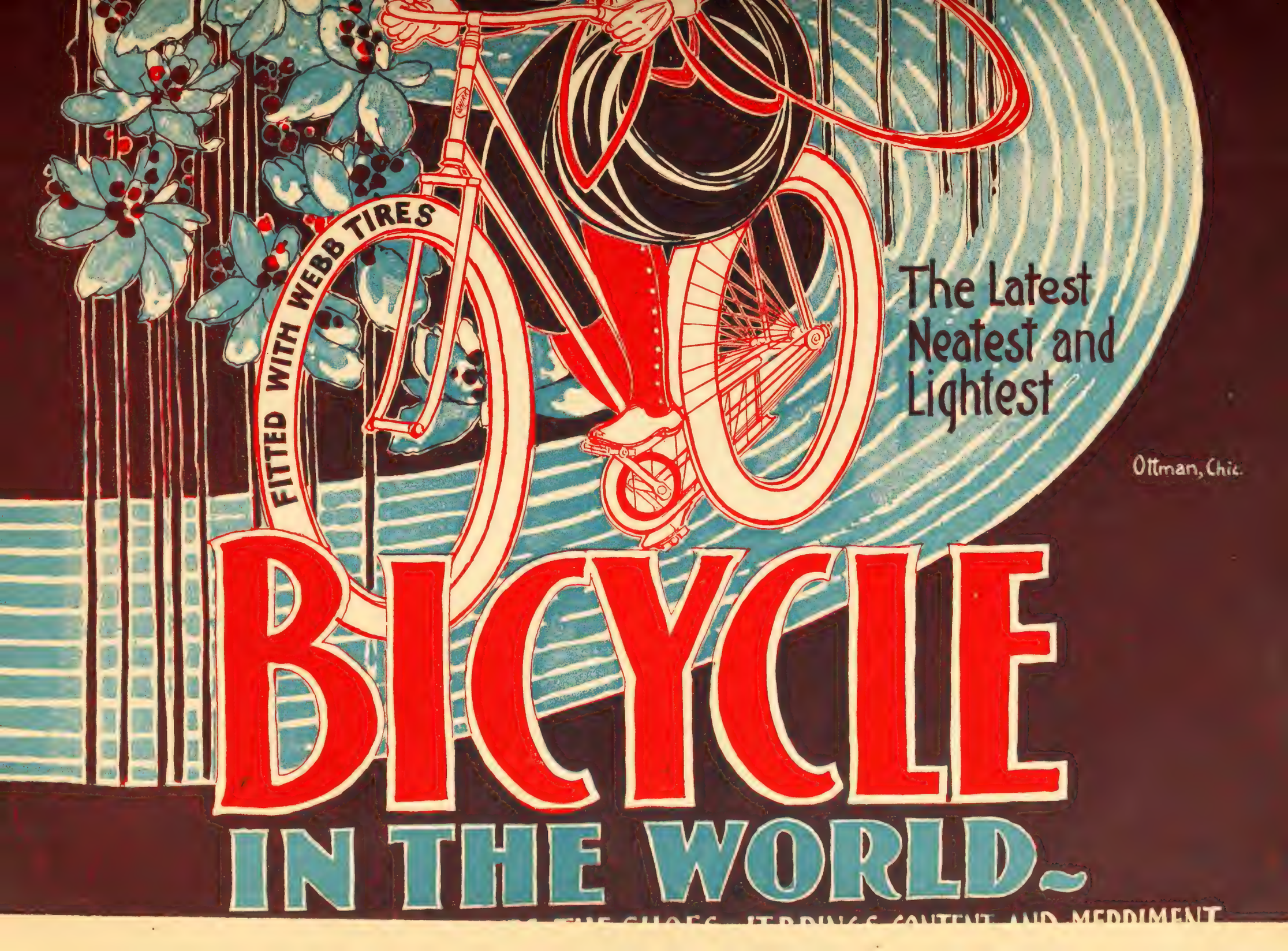
and the horse showed more difficulty in pulling up suddenly than in the case of a solid or rubber-tired hansom. The traction was plainly less labor to the horse which never once broke into a gallop even when traveling at over ten miles an hour. It was a perfectly easy matter to write inside the vehicle, which was fitted with a clock and an electric lamp. At the end of the journey, which was accomplished in excellent time considering the amount of traffic encountered, the horse appeared as cool and fresh as when he started. There is certainly an enormous advantage derived from pneumatic tires as applied to carriages, and the trade in carriage tires should prove a very profitable one.

The Origin of Pacing.

As riding at racing speed on a pneumatic is probably the nearest approach to flying we at present enjoy, it need not excite surprise to find that some of the heavier long distance "fliers" knew a thing or two about going—for goodness knows how many years—which cyclists are only just beginning to comprehend. For instance, when flocks of wild ducks and geese have to fly long distances they form a triangle in order to cleave the air more easily. The pacemaker at the forward angle of the triangle has a hard time of it; and the strongest birds take it turn about. Woe betide the unfortunate goose that won't take a share of pacing.—*The Cycle.*

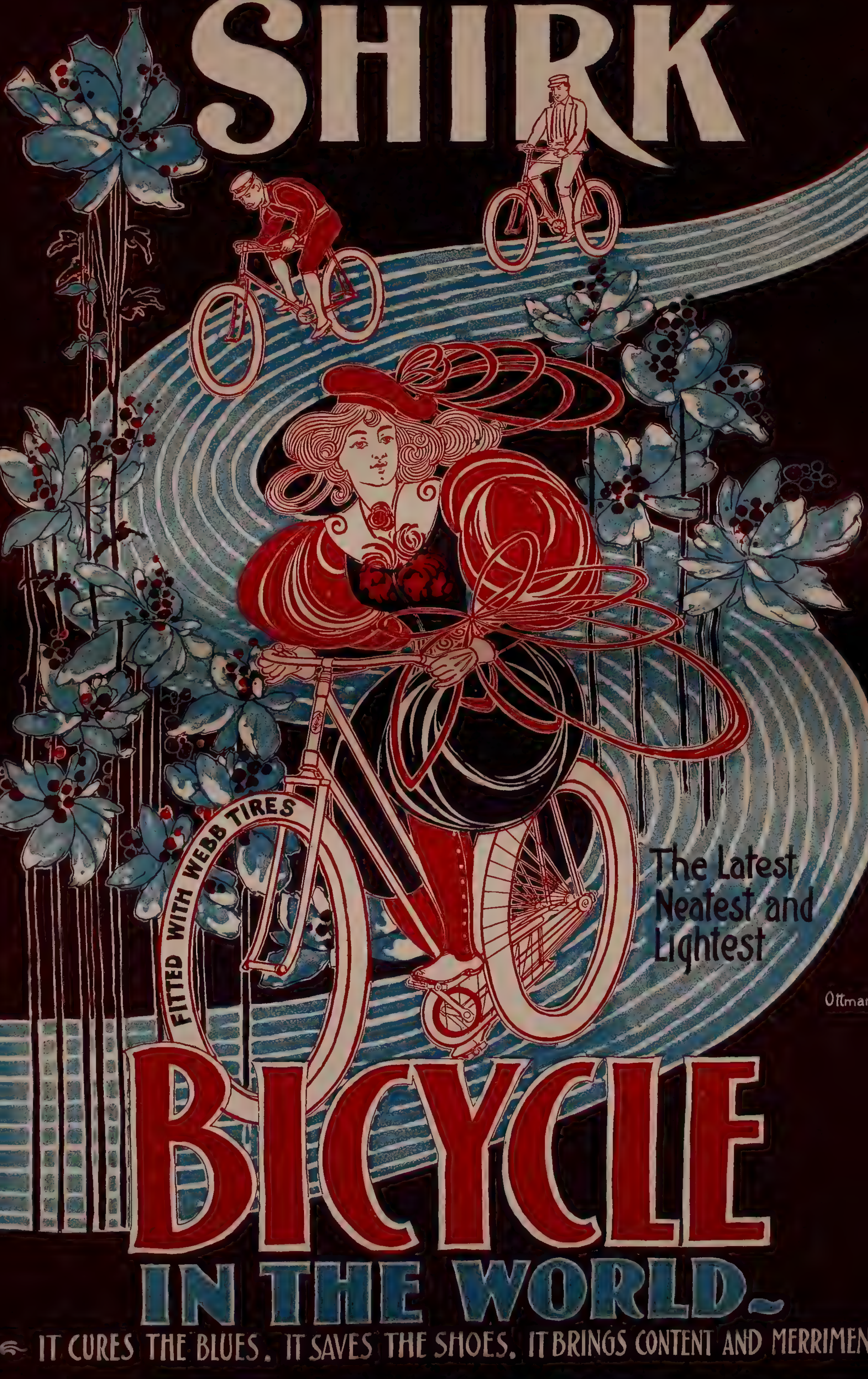
The Marquis de Castellane, who married Miss Anna Gould, is an ardent cyclist. His cycle stable is as fine as his horse stables.


SHIRK


FITTED WITH WEBB TIRES
The Latest
Neatest and
Lightest
Ottman, Chic.
BICYCLE
IN THE WORLD.

The prudent Buyer Selects the

SHIRK



The Latest Neatest and Lightest

BICYCLE

IN THE WORLD.

IT CURES THE BLUES. IT SAVES THE SHOES. IT BRINGS CONTENT AND MERRIMENT.

NEWS NOTES FROM NEW YORK.

Asbury Park Wheelmen Preparing for a House Warming—Potter's Guideboard Bill Passes the Legislature.

NEW YORK, April 15.—The Asbury Park Wheelmen's new clubhouse on Bangs Avenue, Asbury Park, has been completed and is now being furnished within. The date of their formal house warming has been placed for Wednesday, April 24. It is probable that Burtis & Zimmerman, also Berrang & Zacharias, both prominent cycle dealers there, will likewise have something in the line of swell openings and receptions at about the same time. The Asbury Park Wheelmen have prepared an elaborate programme for the occasion, and in addition to every one of the "Asbury Park meet boomers" being present, Zimmerman, Taxis, Murphy, and perhaps Titus will attend. Altogether the event should and likely will prove a memorable one.

Chief Consul Potter's pet bit of legislation, the guideboard bill, has passed both branches of the state legislature and will probably be signed by Governor Morton before this week has passed. Among its many provisions it orders commissioners of public highways throughout New York state to erect, or cause to be erected, guideboards at all country road crossings where a petition signed by five citizen residents of that locality may have been presented asking for such placings of guideboards. The bill also provides for a fine of $25 to be imposed on any and all highway commissioners who fail to, within sixty days after receipt of said petition, have erected said guideboards at stipulated points and road intersections.

"Fifty Miles Around New York,"

the special road book which will be issued during the current year, will be an invaluable addition to the library of every wheelman in New York City and Brooklyn. As soon as the League membership in these two cities reaches the 2,500 mark, the publication of the book will be ordered. It has not yet been decided whether or not to send the publication free or at a nominal cost to every L. A. W. member in this vicinity, but probably the book will be free. To all other than L. A. W. members a charge of $2 will be made. "Fifty Miles Around New York" will be well worth a $5 bill to every lover of short tours or country cycling in any of its many branches.

The A. C. C. of New Jersey Growing.

An unusually large attendance was present at the meeting of the Associated Cycling Clubs of New Jersey last Thursday evening in the Atalanta Wheelmen's clubhouse, 50 Clinton Street, Newark, N. J. The South Orange Field Club applied for and was elected to membership in the association. Applications from the Essex Bicycle Club, of Newark, and the Mercer County Wheelmen, of Trenton, were received and will be acted upon in due time. Dr. C. A. Holmes, of Rahway, resigned from the treasurership of the organization and P. A. Meserole, of the Bergen County Wheelmen, was elected to the vacancy. W. V. Belknap, of the Atalanta Wheelmen, also resigned from the chairmanship of the social intercourse committee, and Doctor Wright, of Montclair, was appointed to his place. The fifth member of the streets and roads committee was named in J. L. Rhoades, of Bloomfield.

The A. C. C. of New Jersey's race committee is to confer with the Asbury Park Wheelmen regarding the two prizes which will be offered for

The Century Run of July 6.

One hundred dollars was appropriated for the affair. The next meeting of the A. C. C. of New Jersey will be held in the Montclair Wheelmen's clubhouse, Montclair, N. J.

The Mercer County Wheelmen's application for membership was received with enthusiasm and pleasure, that club being rated at 350 men strong, fully three-quarters of whom are addicted to the "century" habit in its most hopeless stage. It is this riding element that the A. C. C. of New Jersey want and the Mercer County Wheelmen more than fill the bill.

A communication from Austin Corbin, the millionaire Manhattan Beach bicycle track promoter, was read by Isaac B. Potter last Thursday night at a meeting of the various cycle club representatives in the Brooklyn Bicycle Club house. The meeting had been called for the purpose of perfecting arrangements for the state division meet in June, and Mr. Corbin's letter dwelt upon his plans and intentions regarding the new track by the ocean, which will be ready for record-breaking races by June 1.

The chief consul was authorized to appoint committees for the various branches of arrangements, the stipulation being made that the chairmen of the different committees compose the executive committee, which will meet from now on, every Wednesday evening at 80 Hanson Place, Brooklyn, home of the Brooklyn Bicycle Club.

The Officers of the Numerous Cycle Clubs of Brooklyn

have been requested by Chief Consul Potter to submit to him the names of their clubs' most influential members, in order that such prominent workers may be appointed on the various committees where conscientious attention to the duties of the respective committees is the most needed requirement. Mr. Potter states that it is not necessary, however, for such individuals to be members of the L. A. W., believing as he does that their work would be just as well accomplished from the mere fact that they are wheelmen, working for the success of a meet which will make Brooklyn famous as a city of hospitable treatment. The entire net receipts of the meet will be used in the construction of cycle paths or the erection of guideboards on Long Island, a most worthy project.

New Jersey's Macadamized Roads.

One hundred miles of roadway will be macadamized under the "State Aid" law this year in Morris County, N. J. Union, Passaic, and Essex counties have already availed themselves of the aid proffered by the state and many other counties are expected to do likewise.

Austin Corbin has taken more than an ordinary interest in cyclists and their comforts of late, the most recent move having been to notify all employes of the train and baggage service on the L. I. R. R. that bicycles shall hereafter be carried free and with the greatest care over Mr. Corbin's road.

J. E. Sullivan announces two open events for wheelmen in the Decoration Day games of the N. J. A. C. Entries close May 18 with Mr. Sullivan 241 Broadway, N. Y. The distances of the cycle races will be one and two miles respectively.

Tobacco was as plentiful as snow after a blizzard and refreshments of the liquid order flowed not unlike a babbling brook at the Alva Wheelmen's introductory stag entertainment last Wednesday evening. The talent that had been engaged was up-to-date and the entire affair was voted great by every participant.

Potter Refuses an Office.

Isaac B. Potter, after having served several consecutive terms as president of the Brooklyn Bicycle Club, declined to hold the office again this year, owing to the large amount of other work which he has now on hand so T. W. Topham was elected to the position instead. A pair of diamond studded cuff buttons was presented to Mr. Potter upon his exit from the presidency by his many club mates and friends, to which the silvery tongued and witty chief consul replied in his inimitable manner.

C. F. Smith, of the Indiana Bicycle Co., is in the city for a few days. Like all the rest he reports business excellent, the demand great, the supply scarce, and materials somewhat difficult to obtain when the huge number of Waverleys turned out daily is considered.

The Kings County Wheelmen have quietly resolved that they want the Irvington-Milburn race this year. Their desire is built on those old familiar lines of 1890 and thereabouts, when "to ask for meant to receive,' so far as the K. C. W.'s went. With C. M. Murphy, U. S. Paige, Chas. T Earl, and W. H. Roberts, not to speak of probably twenty others, the K. C. W.'s ought to land one of the big honors. W. H. Roberts, of this club, is showing so well in practice that many experts pick him as the time-prize winner. He worked the distance, twenty-five miles, in 1:10:00 pulled to a walk, last Thursday.

FIRST ROAD RACE OF THE SEASON.

PHILADELPHIA, PA., April 14.—The first local road race of the year—and it is to be hoped it will be the last—came off on Friday over a five-mile course in the lower part of the city, commonly known as the "Neck." It was the annual Good Friday road race of the South End Wheelmen, one of the larger clubs of the city, and notwithstanding the sacredness of the day and the fact that scorching is prohibited inside the city limits, it came off as per schedule time, and without the least hindrance.

There were to have been between thirty and forty starters, but when the time came only twelve men lined up. The following were the contestants and their handicaps: Frank Marriott, scratch; Benjamin Peck, 1:30; T. A. Burt, Benjamin Fox, and C. Shabaker, 2:00; T. Zebley and J. E. Paradise, 2:30; Charles Wilson, W. E. Miller, J. B. Craig, and F. E. Albright, 3:00; Thomas Hargesheimer, 4:00; W. Stevenson, 5:00.

Exactly at 3:07:50 Peck came tearing down the road followed by Shabaker and Marriott.

Peck had Somewhat of a Lead,

however, and won with 10 seconds to spare. Shabaker was second and Marriott third. There was a hot race between Burt and Fox, and the best that they could do was to finish in a dead heat. The tenth and last man to cross the tape was Stevenson, who had the limit.

The following is a summary of the race:

PO.	RIDER.	TIME.
1	Peck	17:50
2	Shabaker	18:00
3	Marriott	18:30
4	Burt	19:00
5	Fox	19:00
6	Paradise	19:15
7	Albright	19:30
8	Craig	20:00
9	Miller	22:00
10	Zebley	23:00
11	Stevenson	24:10

The Century Wheelmen held a meeting at their clubhouse on Friday night which proved to be the most important and enthusiastic in the history of the organization. Nearly the entire membership was present when Pres. Thomas Hare called for order and brought up the business for which the meeting was called, the great improvements contemplated in the clubhouse.

Plans had been prepared and these were laid before the members for their consideration. They provide for an establishment which will be second to none in the country, among cycling clubs. The cost is estimated at $10,000. After some little discussion it was unanimously decided to go on with the work at once and the contractors have been so notified.

The Money for the Improvements

was raised by voluntary subscriptions, at least a part of it, for in 30 minutes on Friday night the members came forward and contributed $47 with which to begin the work.

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, APRIL 19, 1895. No. 7.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"NEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co. 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

Rolling Round the World.

"All awheel! Outward bound!" The day smiled its benediction, 50,000 enthusiastic people gave theirs in ringing cheers, as at midday, April 10, two pilgrims mounted their Fowler wheels and turned their faces westward to follow the sunset around the world.

The center of 300 or more of Chicago's show wheelmen, who had gathered to convoy them out of town, Mr. and Mrs. H. Darwin McIlrath, the "Inter-Ocean" world tourists, were the cynosure of every eye; objects of thrilling interest to every soul acquainted with their daring project.

Our friend McIlrath looked equal to the undertaking in every inch of his stalwart and supple six-footedness. The man, the enterprise, and the wheel had evidently met and formed a corporation bound to conquer. As for the little lady who had elected to share his perils and his pleasures in this truly twentieth century trip—if the wheelwomen of this or any other city need any additional encouragement to adopt the only rational costume for that mode of travel, they would certainly have found it in the graceful and picturesque appearance of Mrs. H. Darwin McIlrath. Wearing the colors of the country she is so rapidly leaving, and attired in every thread of her apparel with a view to suitability, she looked, down to the finest jot, exactly what she is, a thoroughly charming woman. None who met her for an hour but will follow her perilous flittings with the strong interest and kind wishes of real friends.

Straight to the Pacific these two birds of passage take their way, and the truly Chicagoan send-off which formed the auspicious inauguration of their journey has proven thus far only the beginning of ovations. At Clinton, Iowa, they were met by a delegation of wheelmen and escorted with enthusiastic demonstrations of good fellowship and welcome into town, where a reception was held for them at the store of James Oates & Son, headquarters for the Fowler wheel, where the good people of Clinton thronged, delighted at the opportunity to meet and greet the wayfarers in whose horoscope lies shrouded so much of adventure. This experience has been repeated at Dixon, at Cedar Rapids, at Des Moines, and in fact at every stage of their journey thus far.

Though not limited by rigid dates, and not aiming to break records as to speed, our tourists are yet making good time, and expect in June to lay down their tired wheels (no pun) on shipboard, embarking for Japan. Four weeks will probably suffice to give that flowery kingdom a new object lesson in up-to-date progress. Then on to China, and here, if ever, they will settle down to business.

From the days of Marco Polo, none have ever crossed Asia from China to the Black Sea and survived the awful trip, and it is in this part of the country that the intrepid young American, Frank Lenz, is supposed to have perished. Mr. and Mrs. McIlrath intend to keep sharp lookout for any traces which this daring explorer may have left, hoping thereby to solve the mystery which now surrounds his fate. This part of their journey takes them through China, Upper Siam, India, Beluchistan, Persia, and Asiatic Turkey. From thence forward through Greece, Italy, Spain, France, Germany, and Great Britain their progress will be but a pleasure trip, and well will they have earned their fun.

People who travel with three or four high trunks well filled might be a little curious as to their impedimenta. Certainly the Fowler wheel can not be classed under that head, nor will it need any special description to our readers. Both mounts are the diamond frame and weigh 26 pounds each, with tires. They are made to last until Chicago shall welcome back the wanderers. Their entire luggage is strapped inside the frames of their wheels, and each complete outfit, including wheel, weighs but 35 pounds—20 pounds less than any other, with equipment, that ever started on a similar trip. We consider the selection of the Fowler wheel by these tourists one of the finest compliments it has ever received.

They each carry a revolver, and Mr. McIlrath is armed with a camera, for which we hope he will find much more occasion than for the other weapon. As much of their journey through the tropics will be accomplished in the night, they are provided with powerful lamps fed with oil, and appropriately named "searchlights."

Many is the turn those tires will make before they turn round again in Chicago, and many a time will the earth dip her smoky forehead in the sunset light before its rays again light the faces of our brave tourists under the familiar skies of home. Good speed to them, and may their chariot wheels bear them swiftly and surely through danger and delight back to their many friends.

THE BEARINGS
The Cycling Authority of America

THE Fowler TRUTH

Prosperity Has Its Drawbacks.

For instance, we are many hundred wheels behind our orders, and they are coming in almost ahead of our ability to check them up.

A delegation of Fowler agents convened in Chicago this week, headquarters at 142-148 West Washington Street.

We were glad to see our friends even if they did, some of them, come for the purpose of reading us the riot act, unless we sent them away with their back orders for Fowler wheels fully materialized.

With the public clamoring for Fowler wheels and our agents in hot pursuit of both the public and us, what chance has the manufacturer to escape from Bedlam if he can not turn out Fowlers as if he were in possession of Aladdin's lamp.

Possibly our friends may be better able to "put themselves in our place" than before they came.

On the Other Hand.

We are running our factory twenty-four hours between each successive sunrise, and we shall continue this as long as the bicycle famine is on.

We have doubled our plant in April, and are increasing our working force as fast as it can be systematized.

We are ***not*** going outside for parts and bearings (as many of our competitors would do in our place)—the reputation of the Fowler is too dear to us.

Splendid new Pratt & Whitney machines are feeling very much at home in our factory, and are being worked day and night for all they are worth.

Next year we hope we shall not be obliged to turn away from five hundred to a thousand agents eager to handle the Fowler wheel. Our agents under contract will appreciate this.

"Give me room on the ground floor for an agency for the Fowler in 1896" is the tenor of the letters we are receiving now.

What about that Mexican trip in which there were so many records demolished and champions beaten? Did our article, "The Pith of It," take the wind out of the sails of those who were putting up for this scheme?

We are of course glad to see all of our agents, and we consider it a great compliment that they visit us for the purpose of hurrying up orders, but—

We assure our friends who have not found it convenient to call on us that their interests shall not suffer in their absence. We promise all fair and honest treatment.

Put This In Your Pipe.

The only man who ever rode over 21,000 miles in one year did it on a Fowler, and he did not do it on pikes and boulevards but over railroad tracks and railroad ties, over clay roads and the hills of Minnesota.

Were we to present to the readers of THE FOWLER TRUTH a picture of all the people who ride Fowler wheels over railroad ties, cobble stones, and corduroy roads we would find our factory turned into a picture gallery.

Such a feat does not strike us as very wonderful, and we should not dream of imposing on the good nature of cycle editors to run such stuff in their columns as news(?) anyway.

Have you seen our 1895 catalogue—"The Truth About the Fowler"? It is a work of art, and we are justly proud of it. We rather guess our competitors know what the Fowler wheel is by this time, and where it is made.

Some people spend more time running down the Fowler bicycle than talking up their own wheel. Do they realize that this is the best kind of advertising—for us?

They tell all sorts of fairy tales as to what it is made of. We snap our fingers in the face of such romance. No matter if it is made of glass or putty it is a pretty good wheel, eh?

"What Are They For?"

As we understand it, a reinforcement in the tubing of a bicycle frame is for the purpose of strengthening the tubing to distribute the vibrations.

Some learned(?) makers plaster their advertisements and catalogues with illustrations of reinforcements that are cut off square. Do they not know that this style of reinforcement simply removes the break caused by vibration from one point to another? The Fowler antivibratory reinforcement tapers out the vibration to nothing. See?



Mr. and Mrs. H. Darwin McIlrath, who will tour the world as cycling correspondents for "The Inter Ocean," Chicago, Ill., U. S. A., ride the Fowler bicycle, weight 26 pounds. These bicycles are equipped with Palmer tires and weigh 20 pounds less than any other machine previously constructed for a similar journey.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

TWENTY THOUSAND WHEELS IN A DAY.

ELGIN, ILL., April 15.—In reading the interesting correspondence from various localities, it has often occurred to the writer that with one or two exceptions Elgin, one of the adjacent cities to Chicago, is never mentioned. This notwithstanding the fact that Elgin manufactures ordinarily some 20,000 wheels per day. These figures may seem somewhat "stuffed," as the politicians say, but they can be easily proven. However, for fear that this rather extraordinary statement may excite envy and possibly controversy, I hasten to explain that the wheels referred to are watch wheels. The Elgin National Watch Co. turns out some 2,000 complete watches each working day, each watch containing ten wheels.

Having thus vindicated our claims for some consideration, a few notes from hereabouts may prove interesting to the readers of THE BEARINGS. In the first place Elgin is one of the three principal towns in the triangular century course, so popular with riders from Chicago and vicinity. Previous to this season the bicycle trade in Elgin has not been a very good one. This year, however, it has taken a bound, and now we are well taken care of. The principal dealer is J. M. Kimball, proprietor of one of the largest furniture stores in the city. Mr. Kimball handled the Imperial last year in a modest way, but has now branched out and put in a fine repair shop with a competent mechanic in charge. The following wheels are displayed in Mr. Kimball's large show window: Sterling, Stearns, Imperial, Falcon, and one or two medium priced wheels. Mr. Kimball's two sons Monte and Will, have this department in charge, and under their management their trade in wheels should be first class.

Across the street from Kimball's store is the firm of Wolaver & Winne, who have secured the agency of the Czar. With such a good leader no doubt they will secure their portion of the trade.

Rovelstead Bros., jewelers, handle the Columbia and Hartford. Last year the Columbias were not represented in Elgin, but with two such good wheels Rovelstead Bros. should have no trouble in putting a great many riders on the line they handle.

Wait & Burdick have the Waverley displayed in their show window. This firm is also in the furniture business, but this is their first season with bicycles, and no doubt a fair portion of the output of the Waverley people will find its way into Elgin through the efforts of Wait & Burdick.

Carl Stringer, employed last year in one of the repair shops, has secured the Ide and Munger lines. Mr. Stringer's sisters have the distinction of having been the first to introduce the rational bicycle dress for ladies to the Elgin public. Mr. Stringer is prepared to do repair work, and should get his share of the business.

Mr. Wood, of the Elgin Wind Power & Pump Co., has recently taken hold of the Phoenix. He is an active rider and hustling business man, therefore the Phoenix will be well taken care of.

There is talk of one or two more parties coming into the field, but up to date they have not materialized. Efforts in the line of organizing bicycle clubs in this town have not resulted favorably heretofore, but this year the prospect is brighter. The National Watch Company gymnasium managers have about decided to establish a bicycle department, setting aside one or two rooms on the main floor for the use of cyclers. The privilege of the gymnasium will be included; and at the moderate annual dues established, the "cranks" will be well taken care of, and virtually and literally let in on the ground floor.

TRADE HAPPENINGS.

BROOKLYN, N. Y.—The Hamilton Cycle Co. has opened a new salesroom at 22 Hamilton Avenue with L. C. Johnson as resident manager. The company will carry a general stock of bicycles and bicycle sundries, and will make a specialty of storing bicycles without charge to owners.

NEW YORK, N. Y.—R. H. Wolff & Co., manufacturers of bicycles, 118th Street and East River, opened a salesroom and offices at 33 Barclay Street, near Church, with J. W. Murphy in charge.

NEW BERNE, N. C.—The Slover Hardware Co. has opened a bicycle department and is handling the Rambler

CHICAGO, ILL.—The Kenwood Mfg. Co. has changed its name to the Kenwood Bicycle Co., more in keeping with the business of the concern.

KINGSTON, N. Y.—C. F. Winkler has opened a bicycle exchange at 729 Broadway. He will conduct a bicycle repair department.

BERRYVILLE, ARK.—W. R. Hamilton, bicycles, etc., has been succeeded by W. R. Hamilton & Co.

NEWBURG, N. Y.—Sargeant & Scharbauer, hardware, etc., will add a department of bicycles and bicycle supplies. The members of this firm are from Albany. This firm succeed to the old established business of Van Duzer, Dickey & Co.

GALVESTON, TEX.—The Galveston Cycle Co. has succeeded to the bicycle business of Labadie Bros.

AUBURN, ALA.—John W. Harris, hardware, etc., solicits correspondence with the manufacturers of bicycles and bicycle sundries, looking to accepting agency.

MIDDLETOWN, N. Y.—W. & B. Douglass are placing on the market an improved pneumatic pump, and are preparing to place advertising for same.

THOMPSONVILLE, CONN.—S. A. Grant is organizing a company to manufacture an improved bicycle patented by him.

ROCKINGHAM, N. C.—John W. Covington, general merchandise, contemplates adding bicycles to his business, and to that end invites correspondence with manufacturers of wheels and sundries.

BOZEMAN, MONT.—Harry McCoy, hardware, bicycles, etc., has opened new store.

CLARKSVILLE, ARK.—W. V. Hamilton, hardware, will add bicycles. Correspondence with manufacturers solicited.

DECORAH, IOWA.—Ridney & Istad, hardware, bicycles, etc., have opened new store.

HOLLY SPRINGS, MISS.—Wall & Jones, hardware, new store opened, will add bicycles.

DOUGLASSVILLE, GA.—Selman & Duke, jewelry and drugs, at 8 Broad Street, will add bicycles. Correspondence with manufacturers of wheels and sundries solicited.

FT. WAYNE AND HER DEALERS.

FT. WAYNE, IND., April 12.—Trade in the Summit City has opened in earnest, although a little later this year than usual. It bids fair to be the greatest year of them all in the cycling business. The trade here is now confined to five dealers, where two years ago twenty-three firms were handling wheels.

The Randall Cycle Co., the largest cycle concern in the city, reports trade very good, having sold some forty odd machines in the last two weeks. This firm handles the Winton, Stearns, Waverley, and Cleveland, also the Apollo line. It has just purchased the stock of bicycles, sundries, and sporting goods of A. B. White who carried the largest stock of athletic goods in the city.

Morgan & Beach, who have one of the largest hardware stores in the city, are having a nice trade handling the Columbia, Tribune, and Halladay Temple, also jobbing the Eck, a special line. This is their first year at the jobbing business and their sales in this direction have far exceeded their expectations.

A. C. Katt, who swears by the Rambler, having represented that wheel here for the past eight years, is having his share of the trade. In addition to the above he is handling the Outing and the Crescent line.

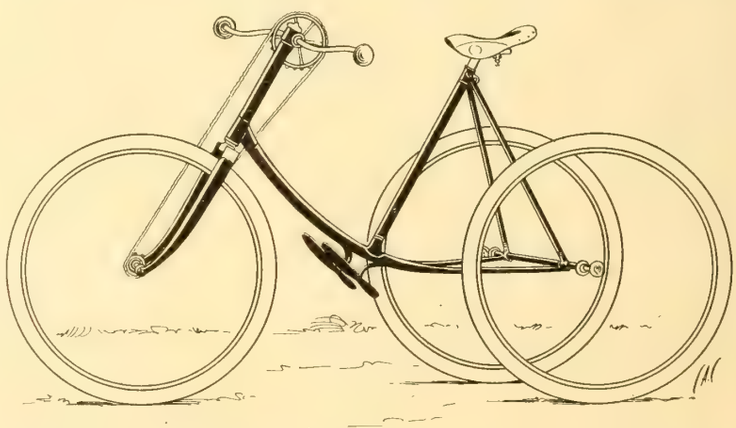
Steger & Gouty report a nice business in the Czar and Royal and undoubtedly will do quite a business during the year.

Joe W. Bell is pushing the Syracuse, and says trade is far beyond his expectations.

PROPELLED BY THE ARMS.

NEW YORK, April 15.—THE BEARINGS' New York correspondent while on a visit to Philadelphia last week had a chance to examine a machine, which, while it may have been written of before, will surely prove of interest to the average wheelman of a practical or mechanical turn of mind.

Harry A. Given, an operator in the Western Union Telegraph Co's. branch office, 106 S. Eighth Street, is the owner of the wheel, which is built on tricycle lines and is propelled entirely by the arms. It was built by William Trafford, corner of Twelfth and Oxford streets, in October, 1893, and can be described as follows: The affair is not over thirty-six inches in width across the rear axle, being put together like a tricycle. Weight, 52 pounds; cushion tires, 48-inch wheel base, direct spokes, foot-rest where



pedals should be, and seat not unlike that of a chair, excepting that it is made of leather. The wheels are 35 inches in diameter. This strange machine is manipulated entirely by the rider's arms, a chain running from a sprocket at the steering head to another at the front wheel axle supplying the driving power. The sprocket at the head has a pair of cranks with handles attached which are revolved by the arms, the steering being in no way interfered with, as was learned by a personal trial.

So far as is known this is the only machine of its kind to have been placed before the public in actual use, and from Mr. Given's muscular development and healthy appearance generally, a conservative observer might involuntarily pause and wonder, "Will this innovation create a new era in the pastime of cycling?"

The Leib Cycle Chain Guard Co. was organized March 20 to manufacture the Leib chain guard, which is a new article on the market, and which is light enough to be adapted to the lightest of wheels. The guard forms a perfect protection for the chain and is a great saving to the rider. The offices and factory are located at Elkhart, Ind., and the officers are as follows: John Newman, president; Eber Darling, treasurer; D. N. Lieb, superintendent.

A DEBATABLE QUESTION.

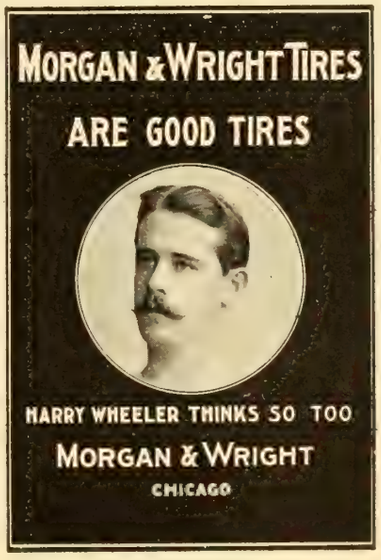
The French are great people for delving into the whys and wherefores, especially in the cycling line, and their engineers use up a deal of gray matter going into such minute details. The *Revue Velocipedique Belge*, a technical cycling journal, recently printed the following article to prove that the manufacturers make a great mistake in using large tubing. As many American makers use this style of tubing we reprint the article in hopes that some of our mechanical experts will answer it. Any communications on the subject will be given space in THE BEARINGS. The article reads as follows:

"Nearly all technical articles written by persons who have studied higher mathematics have formulas that are only understood by engineers, and a description of tubes and the construction of frames that can be understood by the general reader seems appropriate.

"The present style is large tubes. Many cyclists probably do not know why large sized tubes are used; they demand them because it is the style. Large tubing is used to gain greater lightness. But do not the makers, by the use of large tubes, take away from the strength of the machine? It is a well known fact that the larger a tube at the same or even less thickness the more rigid it will be.

"Use too Light Tubing.

"By reason of the rage for lightness in the cycling world in general the builders use tubes for the construction of machines, even for roadsters, of 20, 22, and even 24 gauge. This represents respective thicknesses of .0320, .0253, and .0201 of an inch. Admitting that these thin tubes may perhaps be nearly strong enough, there is precisely the trouble—where the tube is joined, it is liable to be weakened. In fact, before it is put in place it must be cleaned where it fits into the socket. After this operation the tube, which loses part of its thickness, passes to the brazing. It is then heated to an intense red, and however carefully this may be done by the workman he can not prevent the oxidization which takes off a film of the metal from both the outside and inside, and he is lucky if the tube is not burned. After brazing, the tube must be cleaned to take away the excess of borax and copper. The file takes off some of the metal and polishing a little more. The tube, so thin of itself, is made still thinner for these reasons.



"Experiment has Shown

that the operations cited above, when they are perfectly made, take away from 0.2 to 0.3 millimeters of its thickness.

"It is evident that a tube of large diameter is heavier than one of small diameter of the same thickness. To lessen the weight it is necessary to diminish the thickness considerably relatively. In order to do this they use 26 or 28 gauge, .0159 and .0126 of an inch. Deduct from this the 0.2 or 0.3 of a millimeter lost by brazing or cleaning, and we have 0.15 to 0.20 of a millimeter thickness of tube section if the successive operations have been made by a skillful workman. If it is a cheap machine, where the work is done by the piece, will the workman use a fine file? Will he be careful not to damage the tube? He will try to clean as many frames as possible to do a good day's work. The foreman can not tell how much metal has been taken away unless he cuts the tube, and that is not practical. Then it is not 0.2 millimeters taken away, it may be four-tenths.

"Such Construction can not be too Severely Condemned,

and those who sell such machines assume a grave responsibility, and they probably can only be found in department stores. The builder can not be ignorant of the fact. Never were so many tubes broken and frames crushed as in 1894. There will be many more the present season.

"Some of the users of large tubes have lost sight of the amount of metal taken away. It is clear that if a tube is ½-inch thick, and 0.3 millimeter is taken away it does not amount to anything; but when the tube is one-fifth of an inch thick the resistance is greatly reduced.

"The only safe thing to do seems to be to use tubes of large diameter but thicker; it will increase the weight of the machine, but it will gain in rigidness and solidity and offer greater security to the cyclist. The builders of first class machines, properly reinforced at the sockets, need have no fear of trouble. But for other builders there is a limit beyond which they can not go in working the metal beyond its strength."

ENGLISH TRADE NOTES.

LONDON, March 30.—It is now public property that D. W. Bassett, the manager of Humber & Co.'s Beeston works, has accepted the position of general manager to the Raleigh Cycle Co., of Nottingham. I have not yet been able to ascertain definitely who is to succeed him in the management of the Beeston factory, but I should think there will be no difficulty in obtaining a suitable man. It seems strange that Mr. Bassett should go over to the Raleigh company, but it will be remembered that G. P. Mills did the same some few months ago. Can it be that the rumor which was so freely circulated a little while since to the effect that the Raleigh company and Humber & Co. were one and the same, is correct? I have for some time had an idea that this was so, and recent occurrences would seem to point more than ever to this conclusion. There are wheels within wheels in the trade here, and really it is getting quite a fine art to discover who is who.

F. J. Osmond has brought out a new frame for single steering tandem safeties, which, if not altogether pretty,

Is Probably very Strong.

It resembles the New Howe frame in most respects, but the central horizontal tube (which in the latter is carried from the bottom of the head to the rear diagonal, to which it is united at a point some six inches below the saddle-lug, and bisects the front diagonal in its course) is, in Osmond's frame, only carried horizontally from the head to the front diagonal, after bisecting which it is bent down at an angle parallel to the lower front tube or backbone of the frame to the rear crank-bracket, thus forming the cross diagonal of the rhomboid. This saves a small length of tubing, and I fancy it in no way detracts from the strength of the machine.

The new electric lamp which has just been put upon the market by the Arabian Oil Co. certainly gives an excellent light, but like all its prototypes it is very heavy compared with an ordinary oil lamp, and is, moreover, vastly more difficult to fill. The light is generated by an ordinary chemical battery, but the arrangement for getting at this, which has to be done at least every four hours, involves completely removing no less than six screws. In addition to this water must be added to the lamp just before use. and if the best results are to be obtained sulphuric acid must be mixed with this, and exactly the right quantity poured into three portions in the battery body, while three porous pots have to be filled with the other necessary chemicals. I am very disappointed with the arrangement for I had heard that

It was Really very Simple,

but now I feel that it is not worth the extra bother, to say nothing of the increased cost. Will some American inventor send us a really practical electric lamp which shall be as easily refilled and worked as an oil one? The market is quite ready, so please hurry up.

A firm with head offices at Arnhem has just been circularizing the English trade, offering to supply spurious Dunlop tires for sale in England. Calling at the London office of the Dunlop people the other day, I was informed that the company will enforce and uphold their rights in the matter, and that they will take proceedings against both manufacturers and purchasers using these foreign tires, so that it behooves cyclists to see that they do not render themselves liable to prosecution.

On every hand I hear most glowing accounts of the Welch non-slipping cover now supplied free of extra charge by the Dunlop company. I believe that it is one of the best safeguards against side slip yet introduced, and I do not think that it slows the tire in the least. S. F. Edge, the London manager of the company, assures me that he can detect no difference in the speed of a tire fitted with the new cover, and I am sure he is not the man to make so emphatic an assertion unless he knows it to be absolutely correct. The covers certainly give a great hold of the ground, even on most muddy surfaces.

I am given to understand that the directors of the John Griffiths' Cycle Corporation have issued a special circular to the shareholders, in which it is stated that the trading for the year which ended last September has not been all that was expected [by the directors], and has, not to put too fine a point on the matter, resulted in a loss.

No Dividend will Therefore be Paid.

An "explanation" of the real position of the company will be given, or at any rate is promised, at an early date. Things may yet turn out prosperously for the muchly boomed enterprise; as likewise they may not. I am glad I don't hold any shares.

H. J. Lawson has been appointed managing director of the Beeston Tire Co. at a salary of, I am told, $5,000 a year. The other directors are to have $3,000 a year between them. It strikes me that this is rather a stiff amount, even if all the $60,000 be called up, and supposing that all the shareholders respond to that call. Very likely, however, a good many of them will not when the time comes. The ultimate fate of the company seems to me to depend on whether or not they can secure the French trade, a point which is still undecided.

LONDON, March 23.—The weather during the past fortnight has been decidedly good, and I am pleased to say that there are signs that the season is about to commence in real earnest. Orders have been coming in apace and the trade is beginning to wake up from its long winter rest. Coventry houses report working full time, and in the cases of the first-class firms overtime is now often in force. Easter falling so late has doubtless kept orders back, but now that the holiday season is approaching and the weather improving there is evidently going to be the usual rush.

The Patent Felloe Co. was registered on the 7th inst. It has a capital of $15,000 in $5 shares, and is to continue the business of the Patent Felloe

Co. of Coventry. What that business is I don't know, but it may be all right.

F. J. Osmond has been discussing the matter of frames in a trade paper and his ideas seem to be diametrically opposed to those recently expressed in the same journal by G. P. Mills. This is the worst of articles contributed by men in the trade; they are bound to oppose each other, as a matter of business.

The question of the tendency of certain patterns of ball-bearings to jam is now exercising the minds of many inventors over here. A new hub has just been brought out by a Mr. Boyd, which is designed to avoid this failing as much as possible. Mr. Boyd arranges his hub in such a manner that only the balls at one end, that farthest from the chain, run in a groove on the spindle. The balls under the chain simply rest on the flat surface of the pin, and it is claimed that lateral movement is quite as well prevented by the balls in the groove at one end only, while friction is avoided at the bearing which has the greatest strain. The hub is of the collar adjustment type, each row of balls running between two collars. Doubtless there is no jamming in the grooves on the spindle, but the use of two collars in the hub itself appears to me to simply transfer the difficulty to another part. In fact I think that Mr. Boyd's hub really only begs the question, but of course

It May Possess Other Advantages

which are not at once apparent. Personally I think that if the balls run in grooves so that they can at most have only four points of contact, there is but little fear of their jamming or causing an abnormal amount of friction.

A pedal has just been brought out which it is claimed gives the rider a longer crank throw when it is descending than when it is ascending. This is accomplished by means of a ratchet wheel placed between the pedal and the crank. The pedal is provided with a spring pawl which engages with the ratchet wheel fixed to the pin when any attempt is made to press the front portion of the pedal down before the rear. In other words, the arrangement prevents the pedal being rotated forward, so that any pressure brought to bear on its front bar causes it to lock to the pin so long as that pressure is maintained, the result being that the distance between the front bar of the pedal and the pin is added to the crank. It is claimed that it is easy to arrange the pressure so that it shall always be upon the front bar, but to make quite sure of this Mr. Clarke, the inventor, provides one pattern of his pedals with only one bar in front of the pin. This gives the pedal a funny and rather uncomfortable appearance.

As I have often remarked, gear cases are now practically universal in this country, and it is, therefore, all the more remarkable that any inventor should be mad enough to patent a brush to automatically clean the chain while on the machine. Yet this has been done once more, for I have a distinct recollection of such a contrivance in the 80's. As a matter of fact, the only result is to brush all the dirt into the chain, but for all we know it is good enough to float a company on, so let us not blame the inventor. When people can be found willing to invest in a company for making bicycles out of bamboo, and are willing to pay for a patent which is incomplete, and probably could not be upheld if it were, there is hope for every one.

WILL O' THE WISP.

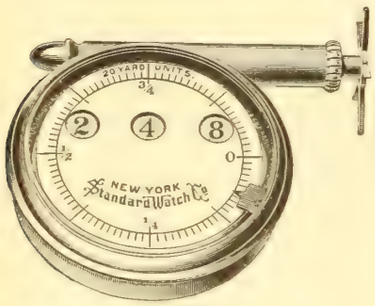
THE STEARNS STAND.

The Stearns No. 3 adjustable bicycle stand is made with special reference to its use for display purposes. The stand is made of iron, has cushioned felt rests to prevent marring the finish of a machine, and is fitted with an adjustable arm for holding the front wheel. The arm can be



released, leaving the front wheel free when desired. This support is not made especially for the Stearns, but will hold a bicycle of any make, regardless of the lines of the frame. It is finished in black and orange.

A new daily cycling paper will soon appear in Berlin. Paris has three, Brussels one, and Berlin one.



It's such a good Cyclometer all over that it is difficult to name its best points; one is confronted with an "embarrassment of riches." See:

Absolutely accurate.
Unequaled in durability.
Variety—24, 26, 28, and 30 inches.
Lightness—3¼ ounces.
Adjustable to all saddle positions.
Noiseless, Dus -proof, Water-proof.
White ivory-enamel dial.
Registers 1,000 miles and repeats.
Guaranteed—Repaired without charge.
The little price—$2.00—for the greatest Cyclometer value.

The Bearings

A Double Economy.

In mechanical devices the best is the cheapest. If the "Standard" Cyclometer was sold at $5.00 instead of $2.00 it would still be the cheapest in the market on the score of its intrinsic mechanical excellence. But when the facilities of large manufacturing make it possible to furnish this $5.00 value for only $2.00, the buyer practices a double economy in purchasing a "Standard," since he thus secures the best in value because it is the cheapest, and at the same time the cheapest in price, which happily is the best.

The New York Standard Watch Co.

11 John St , New York.
103 State St., Chicago.

Pacific Coast Agents:
Pope Manufacturing Co.
344 Post St., San Francisco
Overman Wheel Co.
Larkin and McAllister Sts., San Francisco.

QUAKERS LIKE CLEVELANDS.

PHILADELPHIA, PA., April 13.—The business of H. A. Lozier & Co., of Toledo, Ohio, the manufacturers of the famous Cleveland wheel, has become so extensive in this city that to obtain better facilities and more working room the firm has leased the large store at 604 Chestnut Street, directly in the *Public Ledger* building. This is one of the best located places in the city, being in the heart of the banking and commercial center, and should be prolific of an enormous business for Manager Chapman. The new store has been in operation for several days, but has not yet been completely stocked, owing to the rush of orders with which Lozier is besieged. The main store at 1,710 North Broad Street will still be retained, as well as the riding school, which is one of the largest in the city. These establishments will be under the direction of Mr. Chapman, one of Mr. Maloney's assistants.

William Trafford, who handles the Triumph and Imperial wheels at Twelfth and Oxford streets,

Is also Making a Machine of His Own

called the Trafford, which thus far has more than filled his expectations. It is selling for $100 and is a strictly high-grade machine.

The Orient is receiving a large share of the public's patronage at the local house, and Hill & Lyster say that they find business much better than they expected. A full line of sundries is also being carried.

At the indoor rides of the Centaur Bicycle Club last Saturday night and tonight nearly all the participators rode Rambler wheels. This wheel is one of the most popular among the members of Philadelphia's swell cycling club, and Charles S. Smith & Co. are doing a great business at both their stores. William McWade is manager of Mr. Smith's downtown house, and is very popular among cyclers as well as the members of the Centaur Club.

Harry A. Cain, who recently took the agency of the Arrow and Andrae wheels,

Reports that Business is Booming up his Way.

Mr. Cain is a hustler and under his management both these well-known wheels have a bright future before them. His store is at 260 N. Thirteenth Street.

The wheel on which Doctor Keim of this city made the mileage record for 1894 is being exhibited at the Union branch on Penn Square and is attracting much attention. It is said to have carried Doctor Keim over 18,000 miles, but it has certainly beaten that record for it is being continually turned by some passer-by, the wheel being placed on a stand on the pavement. Jack Greer says that the firm is away behind in orders, the demand being greater than the supply. In addition to '95 machines, last year's models are being sold at a sacrifice in addition to a large stock of second-hand wheels.

The Falcon wheels are certainly achieving a great reputation among Philadelphia riders and it is all owing to the hustling ability of Frank M. Dampman, the agent for this district. Mr. Dampman has sold a great many wheels this year, particularly those with the much-talked-of gold crank and thus far it has been as much as he could do to supply the demand. The policemen recently put on the street to guard against scorching are mostly mounted on Falcons and the assertions of the "cops" go to prove that they give satisfaction. Mr. Dampman also handles the Sylph and Overland wheels.

ANOTHER NORTH SIDE SHOW.

The second annual cycle show given under the auspices of the Lincoln Cycling Club, of Chicago, was held at the clubhouse 390 Dearborn Avenue April 11, 12, and 13. Every space was taken and the house was filled every night by the most select of North Side society. The show was a success from a business, financial, and social standpoint and the L. C. C. can be congratulated upon its enterprise.

The exhibits were well arranged. In the right hand front parlor were the Hill Cycle Co., with Frank T. Fowler and Fred Stambaugh in charge, and the New York Tire Co., which had C. M. Fairchild, the western manager, there to illustrate the fine points of the tire. In the rear parlor A. H. Revell & Co. had a fine exhibit of the Munger, Eclipse, Tribune, and Crescent; R. B. Abbott and his white hat were there to do the talking. In the front parlor across the hall E. B. Preston & Co., Morgan & Wright, and Hales & Anderson were located. The latter firm showed the Wolff-American and Ariel. The Frazier Sulky Works, with the Frazier, and Geo. E. Lloyd & Co., with the Cleveland, occupied the rear parlor.

At the head of the stairs on the second floor W. H. Flynn was stationed and he talked L. C. Smith tires to every one. In a rear room R. B. Shorb had the Sylph and Envoy.

But the main exhibit was in the dance hall on the top floor. In the center of the room were two large booths in which were located the Pope Mfg. Co. and A. G. Spalding & Bros. Ranged around the hall from the right of the entrance were the Garden City Cycle Works with the Bach Special, A. H. Radell with the Thistle, Sterner Cycle Works with the Sterner Special, Sieg & Walpole with the Windsor and Sterling, American Dunlop Tire Co. with W. M. Perrett and the Dunlop tire, Mason & Mason with the Soudan, Kenwood Mfg. Co. with the Kenwood, Monarch Cycle Co. with the Monarch, Ralph Temple Cycle Works with the Temple, Palmer Tire Co. with P. S. Ed Porter and the Palmer tire, Nilsson Cycle Works with the Nilsson, International Mfg. Co. with the America, and the Jenkins Mfg. Co. with the Napoleon.

IF YOU WANT A CHEAP BICYCLE OR TANDEM YOU WILL NOT BUY AN EAGLE

WE MAKE ONLY THE BEST

THE EAGLE BICYCLE M'F'G. CO.

TORRINGTON, CONN.

VASELINE FOR LUBRICATING WHEELS.

COLORADO SPRINGS, COLO., April 15.—Doctor Welker, of Denver, who s an expert machinist, albeit that is not his profession, has been studying the problem of proper lubrication for the bearings of his wheel. He has made a number of experiments, but finds that the method he now uses is more satisfactory than any other.

He packs the bearings with extra heavy vaseline, and about once a week, if the wheel is much used, a few drops of oil to take the place of the lubricating material which has been exhausted, the vaseline being more of a vehicle for the oil than a lubricant. In cold weather he finds it necessary to add a greater amount of oil in order to keep the vaseline working freely. This trouble may be entirely obviated by using the lighter grades of vaseline in winter and the extra heavy in the hot months.

The practical advantages of this method are many. Vaseline does not gum; if freshened up a bit now and then with a few drops of oil it is very lasting, and does not have to be renewed for months at a time; on the hottest day in summer the extra heavy vaseline will not leak out of the bearings and leave them dry, as does ordinary oil. It has so much body that it stays in place even when perfectly fluid.

The bearings are always *full*; there is no room for dirt and dust, and the vaseline does not take them up as does oil. As there is no leakage the wheelman is not troubled with a greasy wheel to collect dust and to soil his clothes. The doctor has been using this method of lubricating for the past six months and pronounces it a success.

A PUNCTURE-PROOF INNER TUBE.

One of the desiderata which has long been sought for in connection with pneumatic tires has been a really efficient means of preventing punctures, or the effect of punctures, without materially affecting the resiliency of the tire. We have seen a contrivance which will shortly be placed on the market by a Birmingham house, and, like the Puncture Proof Pneumatic Tire Co.'s device, achieves the desired end by a special treatment of the inner tube. This is effected in the following manner. An ordinary inner rubber tube is taken, and by means of special tools stretched considerably both in length and width. While in this condition of tension the surface which will finally form the tread is coated with solution and a sheet of thin rubber of the same thickness as the air chamber itself, and of dimensions corresponding with those of the tread of the tire in its stretched condition, is laid on top of it. When the solution is dry, and adhesion has firmly taken place, the tube is withdrawn from its fixings, with the result that it immediately contracts to its normal size, the effect upon the solutioned strip forming the tread being to compress it in every direction. A narrow strip of canvas is affixed longitudinally along the center of the tread, and punctures, even to the extent of knife gashes, are automatically closed in a remarkable manner by the contraction of the compressed portion of the tire. We have seen a sample of this tube pierced and maltreated with perfect immunity, so far as escape of the air is concerned, and we are about to test both varieties within our own tires with a view to finding out what effect, if any, is produced upon the resilience.—*The Cyclist.*

PROTECTION AGAINST BICYCLE THEFT.

One of the most serious problems confronting owners of bicycles is the "wheel thief." Over 1,000 machines last season and upward of 300 so far this year reported stolen in the city of Chicago alone. The burden to riders proved so onerous that protection from loss by theft of wheels became a vital necessity—therefore the incorporation by prominent wheelmen of the American Wheelmen's Association under the laws of this state with a full paid capital of $50,000. If a member's wheel is stolen they loan free of charge another wheel, conforming as near as possible to the one lost, said wheel remaining in member's possession until the lost wheel is restored. This association has unparalleled facilities for recovering stolen wheels, and every available means is used to secure for members their lost wheels and conviction of the thief. The charge of $1 for membership fee and $1 for annual dues thereafter is small considering the accommodation, protection, and security afforded by them. It seems certain that this practical scheme will reduce the theft of bicycles to the minimum and prove a great source of satisfaction to wheelmen everywhere. Don't wait until your wheel is stolen before you secure this protection.

The Real Inventor of the Pedal.

Apropos of the invention of the pedal, the *Novelliste* of Bordeaux says: "Contrary to what has been believed, it was not Michaux, to whom a monument has been erected at Bar le Duc, who first invented the pedal for bicycles in 1861. It appears that this application goes back to the year 1848 and was invented by Jean Laceu, now residing in Bordeaux. We have seen official documents and the sworn testimony of five persons certifying that from 1846 to 1848 Jean Laceu built two mechanical vehicles with four wheels and chains and worked by levers, and a three-wheeled machine, also worked by pedals, resembling the present tricycle. We thought these facts curious and give them to our readers."

E. C. Stearns & Co. report a fine sale on their '95 Stearns special. Although the price of this machine is $125, while other bicycles sell at $100, the manufacturers are unable to keep up with the demand.



WE SELL MORE

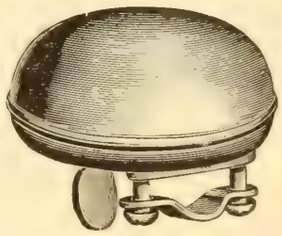
BICYCLE SUNDRIES

THAN ANY

FIRM IN THE WORLD.

SEND

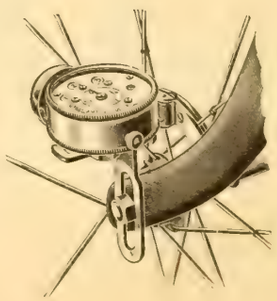
FOR CAT. A.



THORSEN & CASSADY CO.

141-143 WABASH AVE.,

CHICAGO.



THE BUFFALO TROUSER GUARD.

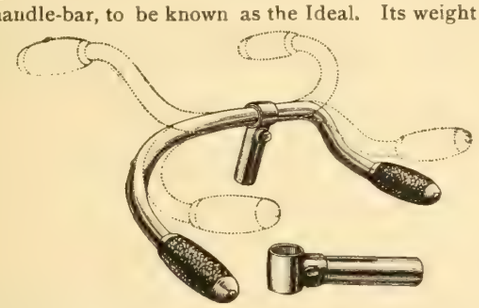
Trouser guards and wrenches are regarded in the same light as umbrellas—they are common property. But if you own a neat little pair of guards like those made by the Buffalo Trouser Guard Co., of Buffalo, N. Y., you can carry them in your vest pocket and never have occasion to borrow. These guards are simple and effective, and have caught the eye of the cycling public.



The Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, has opened a branch store in St. Louis, Mo., at 720 North Second Street, where it will carry a large stock of lathes, planers, milling machines, and other standard tools. J. W. Wright, for many years connected with the works at Cincinnati and later with the Chicago branch, will manage the St. Louis business. Heretofore the company have been represented in this city by simply a commercial agent.

THE IDEAL HANDLE-BAR.

The Anglo American Iron & Metal Co., of New York, is out with a new adjustable handle-bar, to be known as the Ideal. Its weight is but fifteen



ounces, and the price, complete, $4. The bar may be adjusted by the rider without dismounting.

The Lincoln Park commissioners, of Chicago, have decided to mount four park policemen on bicycles to patrol the driveways.

A BICYCLE WAIST.

The Gage-Downs Co., 267 Fifth Avenue, Chicago, has decided to go into cycling. It has introduced the G-D bicycle waist and bust supporter, and it is meeting with much favor in Chicago. As shown in the cut the supporter comes to the waist only. Skirts or bloomers can be easily attached by buttonholes. The back is laced as in a corset, so as to allow of adjustment, while the front is closed by buttons and buttonholes. The buttons are tape fastened and strongly inserted. The buttonholes are cloth bound and guaranteed never to wear out. The sides have elastic sections under the arms, to premit of the utmost freedom. The shoulder straps are partly elastic, and so arranged that they can be fastened to suit the wearer, by means of safetypins. The materials are strongest satteen and netting, except the bust lining, where silesia, soft as silk, is used. The supporter is stayed with but few bones—only sufficient to keep it in shape—and these are easily removed. The sizes run from 18 to 30 waist. The colors are white, steel gray, and fast black, and summer netting. Price, $1.



SIDE VIEW OF THE G-D BUST SUPPORTER

THE STOVER PEOPLE PROTEST.

The following letter from the Stover Bicycle Mfg. Co. is self explanatory. This company believes in protecting its agents, as their full-page announcement in another part of the paper indicates. The letter:

EDITOR THE BEARINGS: An unscrupulous agent who desired to do us an injury has sold six wheels to a department store in Chicago which is advertising them at a low price. This company did not secure these wheels from us. The agent who purchased the wheels, which wheels were shipped, refused to accept them on account of his having disposed of his business interests at about the time the wheels reached their destination. He wrote us stating that as he could not use the wheels he would return them. We, of course, refused to accept them, inasmuch as we had lived up to our part of the agreement and filled his order as specified. The wheels were returned and remained in the office of the transportation company in our city until about a week ago, when they were ordered away and sold to the department store above mentioned. We desire to have our agents understand that this department store did not purchase these wheels from us, and we believe all parties will understand that the ad is out of our control, and that the wheels were not sold to the above mentioned parties by us, but they were purchased from an agent who had a desire to injure us.

FREEPORT, ILL., April 16. STOVER BICYCLE MFG. CO.

The Excelsior Supply Co., of Chicago, has issued its catalogue, and a handsome little pamphlet it is. Thistle bicycles, including the tandem, are fully described.

HAVE YOU DOUBTS?

If so, go to your scientific or mechanical friend and get his opinion. We give the following clipping from a well known New York daily:



Within the last week, a cyclist, having heard so much of the cycloidal sprocket of the Tribune wheel, made up his mind to find out the benefits to be derived from its use over other sprockets, and asked for information of one of the professors in a well-known scientific institution in this vicinity, and was told that for the purpose of reducing friction and for ease of running it was the thing desired, the right thing in the right place; that from a scientific standpoint it surpassed all other sprockets. The foregoing can be verified by James S. Henderson, 165 Greenwich Street, New York.—Ex.

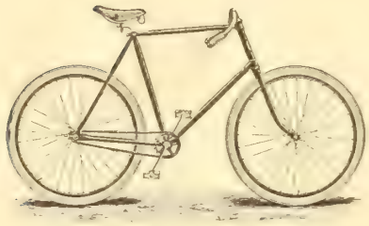
The cycloidal sprocket is unquestionably an advance in the art of making sprocket wheels, and those who wish to lead the procession will do well to investigate its merits. Write for catalogue.

THE BLACK MFG. CO., ERIE, PA.

Mention The Bearings

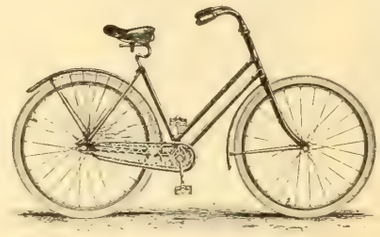
CRESCENT BICYCLES

SKY-HIGH.



We here show our 26-inch wheels listing at

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Crescent No. 2.

21½ pounds, M. & W. or Hartford tires. Finest boys' wheel built.

Crescent No. 5.

24 pounds, M. & W. or Hartford tires. The most popular wheel for girls and small ladies.

FOURTEEN OTHER MODELS IN OUR COMPLETE LINE.

$15 TO $90.

Reliable Agents wanted where we are not now represented.

DESCRIPTIVE CATALOGUE FREE.

CHICAGO **WESTERN WHEEL WORKS** NEW YORK

Mention The Bearings.

IF YOU USE

The Arrow, Climax, or Rex Tires

YOU WILL FIND THEM TO BE

SUPERIOR TO ALL.

ILLUSTRATED CATALOGUE FREE.

MANUFACTURED BY

THE EASTERN RUBBER MFG. CO., TRENTON, N. J., U. S. A.

To convince you of this we would not want to hit you on the head with a bat. One reason is because we could not offer the excuse of the prisoner, who, when he was asked why he had hit a man on the head with such a weapon, replied, "Because he was 'balled' headed." We had rather have you give our tires a trial, then you would believe it.

Mention The Bearings

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol XI
No 13
CHICAGO, APRIL 26, 1895.

KNOCKOUT FOR THE G. A. R.

Minneapolis Wheelmen Succeed in Shelving the Obnoxious Downs Bill—Hansen Piling up Mileage.

MINNEAPOLIS, MINN., April 22.—The Downs bill, the one intended to prevent cycle racing and athletic sports on Decoration Day, was put to sleep in the house last week, and will not appear again for two years more at least, and probably never. It had been recommended to pass by the senate, and the best informed men on the situation thought that despite the unconstitutional features of the bill it would be passed. The citizens of this city, however, interested themselves in the matter, and sent over a delegation of the leading men, who entered their emphatic protest against the measure being passed, and the result was that when the measure came up in the house it was recommended for indefinite postponement. There was no popular demand for the bill, its only support coming from a small coterie of the Grand Army men. A personal canvass of the members of the various posts by THE BEARINGS' correspondent showed that the movement was not participated in by the members at large.

It Was in the Line of Pernicious Legislation,

and as such merited the fate it received.

As the result of the failure of the bill the preparations for the race on that date are being pushed with great vigor, and a meeting that will be far ahead of anything ever held in the past will come off on that day. Never before have so many prizes been offered and so many riders entered to compete for them. The entries include all the fast men of the Twin Cities and not a few from other portions of the state, and they will all ride to win.

The next event scheduled after the Decoration Day races have been run off will be the relay race from this city to St. Cloud and return, a distance of 148 miles. It will be run in relays of five miles each, and some fast time is looked for. The first rider will start from the *Journal* building, and will receive a message from the manager of that paper which will be carried to the manager of the St. Cloud *Journal-Press*, who will receive it and send a reply to the manager of the *Journal*. The Minneapolis riders will be Tom and Burney Bird, A. A. Hansen, J. A. Wirtensohn, W. E. Becker, Colie Bell, and W. B. Jackson.

They will Take the Message Halfway,

and will deliver it to the St. Cloud contingent by whom it will be carried to that city, and the answer returned halfway. The time sought to be made will be inside 6 hours.

Other events are "on the carpet," but have not yet taken a tangible form. There will probably be several amateur events on July 4, the national meeting in August, and an effort will be made to bring off one of the races between Sanger and Johnson in this city on the Minnehaha track. Johnson has many friends in this city, whom his rather erratic course of the past few weeks has not yet alienated, and who would like to see him go against the Milwaukee boy, as they are confident that the Minneapolitan could come off with honors.

Hansen isn't idle these days, but is piling up centuries at a rapid rate, and breaking a few records on the side when he happens to feel that the day demands that he do something out of the ordinary. Last Tuesday he rode a century in 6:25:00 breaking the state record, which he held at the time. Thursday he rode to St. Cloud and back, 148 miles, in 12:58:00. Arriving in Minneapolis

He Found That he Was not at all Tired

and determined to make it an even 200. Accordingly he started for St. Paul and thence to Minnetonka and return, finishing the 200 miles in 17:48:00. Hansen has ridden over 1,000 miles in the last ten days. When the final returns come to be footed at the end of the season, it will be a surprise to his friends here if he is not in the front mark or very near there.

Tom Bird, of St. Paul, has completed the 128 gear on which he has been working for some time past, and pronounces it a decided success.

The Limited has accepted the offer of the Municipal Club, an organization composed of the leading business men of the city, to join the cycling division of that association as a body.

BALD STARTS OUT WELL.

The Buffalo Crack Wins the First Race he Rides in and Breaks a World's Record—San Jose's Big Meet.

SAN JOSE, CAL., April 19.—E. C. Bald has won the first important race of the year, and to him goes the first world's record broken in 1895. At the opening of the Garden City Cyclers' new track today the star of the Columbia team demonstrated that he had a little of the speed left that made him famous at Springfield, and now the scalps of all of the leading Californian racing men are dangling from the blue-rimmed belt of the Bison.

The result of today's races was a surprise. The two-mile open was the race of the day, and Bald, Ziegler, Edwards, Coulter, Wells, Harbottle, Castleman, and Terrill were among the entries. Bald rode in the second heat and won it with ease from Terrill and Osen. But the surprise came in the next heat when Ziegler was shut out by Foster, Coulter, and Wells. Tandems were put in for pacemakers in the final, and the race was hot in consequence.

Bald got the Tandem at the Start

and stayed there for a mile, but gave way to Foster at the end of that distance. Foster made his rush a lap from home, and he looked a sure winner, just as did big Sanger at Springfield last September. But that little figure in blue was but biding his time. One hundred yards from home Bald shot his bolt, and so well timed was his effort that his blue rim shot across the tape half a wheel length ahead of Coulter. Edwards was a close third and Foster fourth. The time—4:15⅕—breaks the world's record of 4:21⅗ made by Ziegler at Denver.

Ziegler retrieved himself somewhat in the mile handicap, in which he rode second from scratch, C. S. Wells winning the race from thirty-five yards. Allan Jones had everything his own way in Class A, winning the mile invitation easily. In the mile handicap he ran second in his heat, but in the final Smith, with 130 yards, carried off the race to the tune of 2:13⅘. Jones was lost in the shuffle.

Summaries.

One-mile novice.—Jamison, first; Clark, second; Kell, third. Time, 2:37.

One-mile invitation, Class A.—Jones, first; Moody, second; Byrne, third. Time, 2:38.

Two-mile scratch, Class B.—Bald, first; Coulter, second; Edwards, third; Foster, fourth. Time, 4:15⅕.

One-mile handicap, Class B.—Wells, 35 yards, first; Ziegler, scratch, second; Castleman, 35 yards, third. Time 2:37⅘.

One-mile handicap, Class A.—Smith, 130 yards, first; Sampson, 40 yards, second; McFarland, 50 yards, third. Time, 2:13⅘.

BALD GETS THE COMPETITION MILE.

SAN JOSE, CAL., April 20.—Today's race was marked by a broken record and a broken idol. Eddie Bald lowered his own competition record of 2:05⅘ to 2:04, while the crowd hissed their erstwhile idol, Otto Ziegler.

Fully 5,000 people attended today's races and they were fully repaid for their trouble. The ease with which the easterner disposed of his rivals yesterday promised well and the spectators were all expecting to see another record go. They were not disappointed, for Bald did the trick very neatly in the mile open. What made his performance the more remarkable was the fact that he rode a road wheel, his '95 racing machine having failed to arrive. Bald ran second in his heat, starting in the final with Coulter, Burke, Foster, Terrill, and Osen. Asa Windle gave Eddie one of those famous shoves and the Buffalo boy was soon hooked onto the rear of the tandem. He held this position for a lap and then let Coulter and Foster get ahead of him. At the last quarter he gave one of his terrible jumps and went by Coulter and Foster so fast that they seemed to have their anchors out. He crossed the tape a length ahead of Coulter, who was hard pushed by Foster.

Allen Jones, the young Class A crack, starting from scratch in the mile handicap, rode the first third of a mile in :40 flat, lowering Tyler's record of :43⅗, made at Springfield.

Ziegler is a fallen idol. The poor showing made by the California champion so disgusted his townsmen that they hissed him today.

Summaries.

One-third-mile open, Class A.—Jones, first; Frazier, second; Reid, third. Time, :45⅗.

One-mile invitation, Class B.—Bald, first; Coulter, second; Foster, third; Osen, fourth. Time, 2:04.

One-mile handicap, Class A.—McFarland, 60 yards, first; Decker, 60 yards, second; Navket, 100 yards, third. Time, 2:14.

Half-mile handicap.—Smith, 80 yards, first; Harbottle, 15 yards, second; Wells, 25 yards, third; Edwards, scratch, fourth. Time, 1:01.

OSGOOD SCORES WIBORN.

PHILADELPHIA, PA., April 22.—The new athletic field of the University of Pennsylvania, known as Franklin Field, was formally opened yesterday by a tournament of athletic games. There was but one bicycle race on the programme, and that was a two-mile event. There was a good field of starters, and at times the event was very exciting. The track was somewhat soft, and the time made was fair considering this drawback. Osgood and Douglas played a waiting race for the first mile, when the latter put on a brilliant spurt closely followed by Osgood. The pair rode slowly with the others for two laps when they again spurted simultaneously in the last lap.

It was Nip and Tuck Between the two Cracks

when Wiborn joined in the struggle. The result was in doubt but a short time when Osgood passed the other men and won easily, and Wiborn defeated Douglas for second place by a couple of yards. Time, 5:54⅗.

Arrangements for the tri-state relay race between teams from Pennsylvania, New York, and New Jersey are progressing very rapidly, and will all be complete in a week or so. On Tuesday Captain Estoclet, of the Quaker City Wheelmen, one of the Pennsylvania committeemen, measured the last twenty-five miles of the course, that part which brings the riders into Philadelphia.

Frank Dampman, one of the fastest long distance riders in the United States and holder of several state records,

Will Start with the Men from New York

and ride on through to this city, trying for the record between the two cities. The distance is 150 miles, and if Mr. Dampman's past records count for anything he will no doubt greatly reduce the figures.

The party of Michaux cyclers, of New York, which left the latter place on Wednesday for a tour to Washington, arrived in this city on Thursday afternoon and was met by a delegation of the Centaur Bicycle Club, the swell cycling club of Philadelphia. The New Yorkers were in good riding condition, and did not look much the worse for their long ride. They left here early Friday morning and expect to be in Washington on Sunday.

DELINQUENTS MUST PAY UP.

Any person who has been expelled from a cycling club for non-payment of dues will not be allowed to start in the Chicago road race unless his indebtedness is paid up in full previous to May 12. This was decided upon at the meeting of the Associated Cycling Clubs last Monday night. Several other important matters were discussed. Owing to the fact that the application to assemble for the union club run of Sunday, May 26, opposite Grant's monument in Lincoln Park had been refused by the park commissioners, it was decided to assemble on the lake front opposite the Auditorium, and proceed from there over the Chicago road race course.

The association received a communication from the Denver Wheelmen stating that that body would pass through Chicago July 4, the day of the second road race here, on their way to the national meeting at Asbury Park, and asking for the courtesy of an escort in a ramble around the city.

The following clubs were admitted to membership: Chicago Record Cycling Club, Irving Park Cycling Club, Postoffice Cycling Club, Viking Cycling Club, West Side Cycling Club, Garden City Cycling Club, Sterling Cycling Club, and Clarendon Wheelmen.

LENZ WAS KILLED BY KURDS.

At last the fate of poor Frank Lenz has been settled. The plucky Pittsburg rider was killed by the Kurds. The latest advices go to prove this. Last week T. P. Langhans, cousin of Lenz, received a letter confirming this belief. The letter is written by an American medical missionary in Armenia, but his name can not be given for fear the letter might find its way back to Armenia, and his life would be endangered, because he confirms the special Armenian letter sent out last Friday. The missionary says the situation is serious and that the danger of an outbreak is imminent. He says the Armenians intend to fight for their liberty. Speaking of Lenz, the missionary says he has reliable information that Lenz was killed last May at Koordali on the Alishgird plain near the famous pass of Deli Ba Baka. The missionary talked with a man who saw Lenz at Karakalessen on what the native said was a two-wheeled cart. Two days later the man saw the body of the wheelman at Zedikan. The missionary has sent for three men who also saw the body, and expects to be able to tell just how Lenz met his death.

If there is a maker in all this broad land who can supply bicycles in large or small quantities, we beg him, we entreat him, to send us his name. Every day and almost every hour in the day we are besieged with dealers begging to know where they can get wheels. They are making life a burden to us. The maker who can supply the demand can sell all the wheels that he has, no matter what the number may be.

ECK DEFIES CHAIRMAN GIDEON.

Johnson's Trainer Says that he will not Answer the Charges Against his Star—Johnny is Innocent.

SYRACUSE, N. Y., April 20.—The ire and wrath of Thomas Win-em Eck has been aroused at last. When he alighted from the Empire State express in this city Saturday afternoon there were lines drawn about the corners of his mouth and an unusual frigid manner perceptible about him that certainly can not be taken as a characteristic. His handsome and famous mustache fairly bristled with anger and assumed a brilliant hue, a color it always turns when the pent-up feelings of the trainer are about to undergo a sort of volcanic eruption. He looked neither to the right nor left and spoke to no one. His mysterious manner and the fierce light that shot from his gray eyes denoted that he wished to confer with T. W. Eck and no one else.

But just the same when he reached the Mowry THE BEARINGS' correspondent was awaiting him and it took about a half hour before the calmer spirits prevailed in the great man's bosom. Then he warmed up. ——!!! ——!!—!——!——!——!——!——!——!——!——! That is what he said about Chairman George D. Gideon.

He Made the Startling Statement

that under no circumstances would he answer the charges, and when the thirty days' time has expired the chairman of the National Racing Board may look in vain for the proof that Johnson is not the professional he is claimed to be. Just think of this! Eck to defy the chairman! He will not answer the charges, but boldly declares that Gideon may do his worst and deprive the American public of the greatest rider in the League of American Wheelmen, and the biggest attraction that ever stirred an audience at any of the circuit meets.

No paper has published just what has been charged against Johnson. Some have declared that Johnny confessed himself a professional during the testimony in the Stearns-Johnson injunction proceedings. As a matter of fact the boy did nothing of the sort. THE BEARINGS' correspondent went through every particle of evidence with Referee Morgan, and could find nothing of any character that would substantiate the action on Gideon's part for suspending Johnson on this charge. Then it was not for making that match with Sanger to ride for gold bars. Gideon has stated that a newspaper man misquoted him to that effect. But

The Principal Charges which Have Been Made

by Mr. Gideon deal with an entirely different subject. In fact they run back several months ago when the record breaker failed to compete in the Wilkesbarre, Pa., bicycle tournament, where he had been entered by E. C. Stearns & Co., and also for neglecting the same contract at Baltimore. Then Eck is charged with extorting money for Johnson's appearance at Baltimore and Albany. These are a few.

Now this is what Eck has got to say on the subject: "Every charge made against Johnny can be explained down to as fine a point as Chairman Gideon cares to have. In the first place we attempted to keep our engagement with the Wilkesbarre people. Having ridden in Montreal the day before, we made every preparation to reach the Pennsylvania city. In fact we cut our part of the programme short in order to make connections with the 7 o'clock train I always take out of Montreal. But that very day the time table was changed, and we got left. This can be proven by the officials of the railroad. Furthermore we

Made Strenuous Efforts to Reach Wilkesbarre

at that. Taking a later train we proceeded directly to Springfield, and were then informed we could not reach the city until the next night. So we came on directly to Syracuse for the July 4 meet, where Johnson was entered.

"I did not enter Johnson at Wilkesbarre. E. C. Stearns & Co. did. How then can the chairman hold Johnson on this count? As for the Baltimore meet I can also explain that. Our party got into Baltimore on the morning of the tournament after riding all night on the train to get there. Stearns & Co. had entered Johnson, and we had no idea that the trial heats were to be run in the morning. There was no one at the train to meet us, and we proceeded leisurely to the hotel. At 12 o'clock I was informed that Johnny could not ride because he failed to compete in the trial heats. Nevertheless we proceeded to the grounds in a carriage, taking the racing wheels with us. At the gate the officials rushed up and

Fairly Overwhelmed Their Star Attraction.

They requested him to give an exhibition half-mile and offered a $50 prize if he would do so. As long as we were there and could not ride Johnson consented to ride a fast half and did so, doing the distance in 1 minute, being paced by Charley Murphy and Charley Callahan. After the races I went around and asked for our prize and was informed by the officers that the gate receipts were not up to expectations and therefore they could hardly afford to donate the special prize. It was no use to storm around and we left the track with good grace.

"If any man says I demanded money for Johnson's exhibition that man lies. I say the same thing in regard to the Albany Wheelmen. The Cohoes Wheelmen will back me up in this statement. In no case did I ever ask money for my protege's appearance at any tournament. Many a time I have reached a city and have been implored by the race meet

officers to put their track in shape and did so and whatever was given to me was my business and no one else's. If race meet projectors

Have Offered me Money to Bring Johnson,

that is no affair of the League of American Wheelmen. I never asked money for Johnson's entry and I defy any man in America today to prove otherwise."

This is how the situation stands in Syracuse. Eck affirms that he will make no answer to the charges and furthermore declares that it is an unwarrantable shame that Johnson should have been made an example of when there are other riders in America who have been guilty of more violations of L. A. W. racing rules than he. They can not prevent Johnson from giving his exhibitions even if he is suspended. Neither is there a law which can compel the expulsion of T. W. Eck from the racing circuit. He is backed up by the constitution of the United States, which will go a little further in the courts than the by-laws of the League. America is a free country and if Johnson is prevented from gaining a livelihood by his efforts as a Class B rider he will not starve to death, for Eck has a plan in view which, it is said, will knock the National Racing Board sky-high when its full nature is disclosed.

Thomas has received no less than five letters from big trotting associations in the west which want the Sanger-Johnson match run in connection with the grand circuit dates. These are now under advisement by Shafer and Eck.

BALD'S LITTLE ADVENTURE.

SAN JOSE, CAL., April 15.—This has been one of the busiest weeks in cycling circles that this city has had for a long time. Ever since last Sunday's relay race the members of both clubs have been talking the event over and over, and the race has been run again and again, but still neither club has come to a satisfactory understanding of their defeat. The Bay City team was looked upon as a rival worthy of their best efforts, but somehow the B. C. W. men were not picked out for first place, at least not by the San Jose clubs.

Oscar Osen's suspension has been discussed in all its phases, and the impression prevails that he will be able to clear himself without much difficulty, but it is doubtful if he will be able to ride in the G. C. C.'s meet on account of the suspension.

Osen says that the charges were brought about by malice, because he had complained to the Racing Board that he had not received all the prizes that he had won at the Phoenix races in the latter part of last year,

When He Won most of the Prizes Offered.

Osen emphatically denies that he sold the lots for a money consideration, but says that he traded the property off for merchandise for his own use.

Eddie Bald had a wordy war with Jack Kitchen, of the Acme Club, of Oakland, on the day of the relay. Jack Alexander, of the Garden Citys, and Kitchen were on the same relay, with Bald trailing Alexander. Bald thought the pace too slow and told Kitchen to get up and make it faster, at the same time using language not soothing to a man's nerves. Kitchen told him to wait until the end of that relay and he would show him something. Before the end of the relay, however, Alexander told Bald that Kitchen was at one time the amateur heavy-weight champion of the coast. When they reached the end of their relay Bald started off on the next relay behind the G. C. C. man, so Kitchen did not have an opportunity to show Bald that he was not afraid of his bluff. Kitchen says that Bald will have to

Apologize or Take a Good Licking at Their Next Meeting.

By the way, Bald settled one fresh man's hash for him the other night at the Vendome. It happened this way: Two brothers named Harris (supposed to be from the east) arrived during last week and for a time cut a wide swath around the hotel and became very obnoxious to several of the guests, particularly Bald, who stood them until Saturday night, when patience ceased to be a virtue and he started in with both hands to make one of the brothers look pretty; he succeeded so admirably that several leeches had to be applied to the fresh one's eyes to reduce the swelling and other bruises received from the muscular hands of the Columbia crack.

Another severe accident happened at the track yesterday afternoon and like last week's affair proved to be pretty serious for one of those mixed in the spill. About ten men were following a tandem, when Osen's front wheel struck Edward's rear wheel and he went down with Charley Wells, Casey Castleman, Burke, and several others who

Were Following in Single File

when the spill occurred. Osen lost several teeth and was so badly bruised up that consciousness left him for a short time. None of the others were badly hurt, though Wells suffered some pretty severe bruises.

SOUTHERN CIRCUIT'S BRIGHT PROSPECTS.

MEMPHIS, TENN., April 10.—Cycling matters in the south are picking up very much this season. There is great anxiety on the part of the different southern crackajacks to know what their brethren in our sister cities are doing. At Castalian Springs, Miss., May 6, 7, and 8, there will be held the first race meet in the south this season, and all of the prominent southern riders will be on hand. The southern circuit is now about complete, and Memphis has a date—May 17—during the interstate drill, which will hold forth for two weeks in May. Great times are expected at this meet, as the wheelmen are working to make it one of the most prominent events of the southern circuit.

FOR THE LEAGUE'S GOOD.

Wisconsin Division Officers Devising all Sorts of Schemes to Boom the L. A. W. Membership.

MILWAUKEE, WIS., April 24.—It is very likely that the Wisconsin Division officers will take charge of the outing of wheelmen to be held here on Decoration Day. Last year the Associated Cycling Clubs gave a large parade to the Soldier's Home in which also a number of military and civic societies participated. There has been some talk of repeating the event this year. It will undoubtedly be done by the association if the division officers do not take hold of it. The latter have recently been agitating more interest in League matters. They have been conducting open meeting in the various clubs of the city to which all riders have been invited, and while these meetings have been in progress

Wheelmen Have Been Addressed on League Matters.

It is hoped to gain many new members through these assemblages. The division officials now figure that if they were to hold a large turnout on Memorial Day it would tend to interest many riders in the League. It is very likely that the League officers will ask the Associated Cycling Clubs to relinquish claim on that day's celebration so that the division can take hold of it.

The favorable action of the Illinois senate on the Sheridan Drive bill which is now pending before the legislature in that state was received here with rejoicing. As soon as the bill becomes a law in that state, of which there now seems to be little doubt, action will be taken by the Wisconsin League for Good Roads to secure the extension of the drive from the state line, to which Illinois will build it, to this city. It is too late to secure legislation from Wisconsin this year, but

The League Proposes to go Right on With the Work.

South Milwaukee is the first to come to the front. The South Milwaukee Improvement Company will build several miles of the road at its own expense. An effort will be made by the officers of the Good Roads League to interest property holders in this county to take up the matter and to have the road built from this city to at least the county line; and later on to have the state order the building of the remainder to the state line where it is to connect with the Chicago end of the boulevard, which in time will be one of the finest in the world.

Hereafter ladies will be eligible to membership in the North Side Club, which is the first cycling organization in the state to admit the fair sex. The Ladies' Auxiliary has been organized with nine charter members, most of whom are wives of club members. The ladies will be allowed the use of the clubhouse every Wednesday night, when socials will be held. Later on it is proposed to

Let Them Take Part in Light Club Runs

or to have them arrange runs of their own. It is not unlikely that other clubs in the state will follow the example of the North Side Club.

Ex-Handicapper Martin A. Patitz has been ordered to appear before Judge Johnson of the circuit court and show cause why he should not be punished for contempt of court. Patitz is chief draughtsman of the West Milwaukee shops of the Chicago, Milwaukee & St. Paul road and recently testified for the road in the damage suit brought by William J. Valle against the road. He is charged with having approached a juror in the case and talked to him as to how the jury ought to decide in the case. Patitz's trouble has caused much talk in local cycling circles, where he is well known.

CRACKAJACKS AT LOUISVILLE.

LOUISVILLE, KY., April 22.—Many prominent racing men are now in training at the track. On last Sunday there were at least from 1,500 to 2,000 people at the park to spend the afternoon watching the riding of these men and also to enjoy an ideal spring day.

The latest arrivals since the last bulletin have been Harry C. Tyler and "Mother" Webb, and Mike Dirnberger and Frank Lyman. The Stearns team is all here except John S. Johnson, and it is not likely that he will come at all. Arthur Gardiner, Wm. DeCardy, and A. Horner represent Morgan & Wright and are working very hard.

The Spalding team is expected daily, as quarters have been requested for it. All of these teams will stay here until the opening of the season; none of them will go any farther south except those who take in the southern circuit.

The track association has determined to entertain the visiting riders with an impromptu meet on May 4, open only to the Class B men in training here and with a few small Class A races to help the smaller ones along. The idea was just originated and they have had no time to get up the programme.

Beware of Betting.

No outdoor exercise ever took so quick or, apparently, so permanent a hold upon the people of Europe and America as that of cycling. Youths and old men, matrons and maids are its devotees. It has all the excitement of racing without the attendant evils of gambling. Baseball degenerated because of the betting that became its concomitant, and it also is true that there ever was a tough element on the fringe of the baseball grounds. Cycling began respectably, and seems likely to endure as the sport of the respectable.—*Chicago Inter-Ocean*.

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GEO. K. BARRETT, EDITOR.

THE MAKERS' AMATEUR ABROAD.

They are all coming to it. Canada and Scotland have adopted Class B and have named it Class B, and now Ireland has almost as good as done so. She has determined to either adopt Class B or broaden her amateur definition. And England, poor old England, with all her talk about purity and the amateur and professional class, has sanctioned races for "unlicensed amateurs"—another name for Class B men; but with her usual perverseness has declared that her unlicensed amateurs may not compete with Scotland's Class B men. If ever a ridiculous piece of legislation was passed this is it. England's cycle legislators seem determined to ruin the sport in their country. No sooner do they do something sensible, like licensing races for unlicensed amateurs—quite a paradox, by the way—than they spoil it by some fool measure like the decision preventing these same men from competing with those of the same class in their neighboring country. The English riding public must be a poor lot to put up with such nonsense. The L. A. W. would have lost control of racing long since had it pursued such a course as the N. C. U. has.

England has for some time recognized professionals and tried to build up a professional class without success and has at last come to the plan adopted in this country of an intermediary class, all of which goes to show the soundness of the views advanced by THE BEARINGS that it will be impossible, for the first year, to make a big success of professional racing in America. We must have a season of three classes before we can get what we all want, a pure amateur class and a pure professional class and no other.

HOPKINS VERSUS CRITICS AGAIN.

The following letter has been sent to the editor of *Cycling Life* in answer to the attack he made on THE BEARINGS and its editor in the last issue of that sheet. We have done with the matter now, and shall not notice any further criticisms.

CHICAGO, April 23, 1895.

EDITOR CYCLING LIFE: Replying to your printed challenge to produce the "books of account showing the sums given to Myrtle Hopkins, and answer truthfully, not as one in whom lurks a natural sympathy with a woman forlorn and in trouble, but as a business man whose peculiar position should have made him insensible to feelings of sympathy, saying if the money which he from time to time paid her or her accredited agents was not in excess of that which a virtuous woman might, under similar conditions, require for her humble needs," I append herewith a detailed account of the money paid out on account of Miss Hopkins, for all of which I have the receipts, which I shall be glad at any time to show to you or any one else interested in the case. I will add that at the earliest moment after I began soliciting subscriptions for Miss Hopkins through "The Bearings" I laid the case before the delegates of the Associated Cycling Clubs, of whom I am one, and requested them to appoint a committee to take charge of the fund and to look after Miss Hopkins. The committee was appointed—Dr. P. L. Clarke, H. M. Gardiner, and myself—and requested me to retain the funds.

The various amounts paid to Mr. Frank Allison, Miss Hopkins' representative, were, with one exception, small, as you will see by referring to the account, and I required receipts from Mr. Allison for his expenditures. The one exception was the item of $100, which was obtained under the following circumstances: I was confined to my bed as the result of an accident when Mr. Allison called on me to get money for Miss Hopkins and I gave him an order on "The Bearings'" office for what might be needed. I was surprised when I again got to business to find that he had obtained $100. No further sum was given on Miss Hopkins' personal account except $25 at Christmas time and an investigation into her mode of living resulted in the resolve to give her no more money except under careful restrictions.

I shall not attempt to say, "as a business man," whether or not less than $50 a month was an extravagant sum to be paid for board, washing, nursing, clothes, and the delicacies needed by an invalid. Perhaps it was. I will plead guilty to "natural feelings of sympathy with a woman forlorn and in trouble."

The total amount of subscriptions collected and acknowledged through "The Bearings" amounted to $721.82, which does not include $100 appropriated to the fund by the A. C. C. in case it should be needed. The expenditures were as follows:

1894—Nov.	5	To Frank Allison	$ 10.00
"	7	" Baptist Hospital	32.25
"	15	" Myrtle Hopkins	10.00
"	22	" Frank Allison	25.00
"	26	" J. W. White (physician)	138.00
"	26	" Frank Allison	25.00
"	27	" Baptist Hospital	30.00
Dec.	5	" Frank Allison	100 00
"	24	" Myrtle Hopkins	25.00
1895—Jan.	16	" John E. Voigt & Co. (druggist)	5.10
			$400.35

The balance is now being distributed to the subscribers in proportion to their subscription. I trust that your spirit of fair play will prompt you to print the above in full. GEO. K. BARRETT.

LADIES' CYCLING CLUBS.

We are reliably informed that the ladies on the North Side in Chicago are to have a real cycling club with a real clubhouse and all the other things that go to make up a cycling club. Of course there have been ladies' cycling clubs before but none that embodied the clubhouse idea. We are burning with curiosity to know what this club will be like. Will it really and truly be a cycling club like the male adherents of cycling have? The ladies have already adopted pants, but does this mean that in their new clubhouse they will also have pool and billiard tables, and bowling alleys, and—breathe it not—a bar? Will they have gentlemen's nights when their gentlemen friends will be permitted to gain an insight into the mysteries of club life? Will they have smokers where forward men in scanty attire will display their charms and where things will be said and things done that are not quite proper for men's ears to hear and men's eyes to see? We wait with breathless anxiety the elucidation of these mysteries. Shall we hear that the Amazon Cyclers have challenged the Hebe Wheelwomen to a twenty-five-mile road race for the championship of Goose Island? Who shall say? The New Woman is a fearfully and wonderfully constructed creature.

It was but a little time ago that the papers of this country were in the habit of bewailing the fact that American riders on the track were handicapped by the scarcity of good places to train and race as compared with English wheelmen. All this is changed now. We already have many good tracks, and if a tithe of those that it is proposed to build are completed, the United States will lead the world in the number of good tracks. One feature of the tracks of today is that they are all of sufficient dimensions to be safe and fast without suffering the fatal defects of trotting tracks, where the spectators see practically nothing but the starts and finishes of races. The tracks at Waltham, Chicago, Louisville, Denver, and San Jose are very near perfection and the same may be expected of the ones soon to be completed at Coney Island and Buffalo.

Sterling Elliott is evidently not finding the publishing business a flowery bed of ease. A careful examination of the new *Bulletin* not only fails to show where there is any money in it but shows that on the first three numbers a loss of not much less than $1,000 has been sustained. To add to this Elliott is being roundly criticised by the cycling press in general. This is hardly fair. The *Bulletin* may not be up to the standard of what the average editor thinks is "the thing" but it must be remembered that League members are not as a rule metropolitan wheelmen, and do not demand the same class of publication that the latter do. A fair field and no favors for the new venture. If Elliott succeeds where others have failed he will be worthy of much praise. If he fails—well, there are others.

The growth of cycling can not be better illustrated than by giving figures as to the number of wheelmen who are seen on the streets as compared with those who ride in carriages and other conveyances. On Michigan Avenue recently a BEARINGS' representative counted 500 passing vehicles of all kinds, including bicycles. Of the total number the bicycles scored 57 per cent. In his count the pressman was three times puzzled. First a tandem went by. Was that one or two? One, he decided. Then came a rider on one machine leading another. These were counted two. Then came a carriage with a bicycle in front of the driver. It was not counted at all.

Potter's ideas of League hotels are sound. There are altogether too many League hotels that not only charge wheelmen as much as any one else but do not treat them as well as rival hostelries that do not sail under

League colors. Our experience has taught us that League hotels are places to shun.

The pneumatic principle is being adapted to many things since the success it has scored on bicycles. The latest is the pneumatic boxing glove. This glove will doubtless be adopted by that class of pugilists who are in the habit of "punching the wind."

It is pretty early but the record breaking season has already begun. With so propitious a start we may expect a general overhauling of the records bequeathed us by '94.

HOW ASPHALT PAVEMENTS ARE LAID.

Few of those who enjoy a spin over an asphalt roadway are aware of the interesting history of the material and methods of preparation which precede the opening of the street for traffic. Most of the pavements of this kind, laid in this country, are made from the material brought from Trinidad, the largest of the Windward Islands, lying just off the mouth of the Orinoco River. Here a large body of this material, 115 acres in extent and sometimes called a lake, has lain, subject to the heat of a tropical sun, for centuries. This heat has extracted the volatile oils leaving the material, when refined, extremely cohesive and elastic.

Eighteen hundred feet off the coast of this island has been built a detached wharf, in water deep enough to allow a landing for the largest ocean vessels; running for a distance of a mile and a half off this wharf to the lake is an endless chain with buckets, which allows the material to be loaded directly into the hold of the vessel. After being refined in New York, the pure asphalt is shipped in barrels. Even then an expensive plant is required to prepare the material for the pavement. Large melting tanks set in masonry, and holding many tons of asphalt, are connected with the dipping tank into which the molten asphalt is run, from whence it is dipped into a large bucket running on a trolley to the mixing box. On the other side of the platform are large revolving drums, in which clean, sharp sand is heating to a temperature of more than 300 degrees. This is elevated by buckets on an endless chain to a spout running to the mixer.

The Greatest Care is Exercised

to see that the quantities of sand, carbonate of lime (which is ground in a mill on the platform), and the liquid asphalt are supplied with exact proportions. The mixer is a large iron bucket through which run two shafts, turning rapidly in opposite directions, with broad arms projecting and mashing close to each other. By the violent agitation of the mass every grain of sand is thoroughly coated with the cementing asphalt, the carbonate of lime serving to fill up every void between the grains of sand. Below the mixing box stands the wagon, into which the mixture thus prepared is dumped. This wagon is covered with blankets and canvas in order to retain the heat, and the wagon proceeds to the street where it is to be laid, the material being kept at a temperature of more than 250 degrees until it is spread upon the street.

Some contractors are so careful to see that no error can occur by reason of carelessness of their men, that the materials are

Weighed on Electric Scales.

which immediately give warning, automatically, of any error in the weight, and not satisfied with this, they send a sample, daily, both from the plant and from the street, to a chemist who analyzes and tests the samples, both for the proportions of the ingredients and for tenacity and penetration.

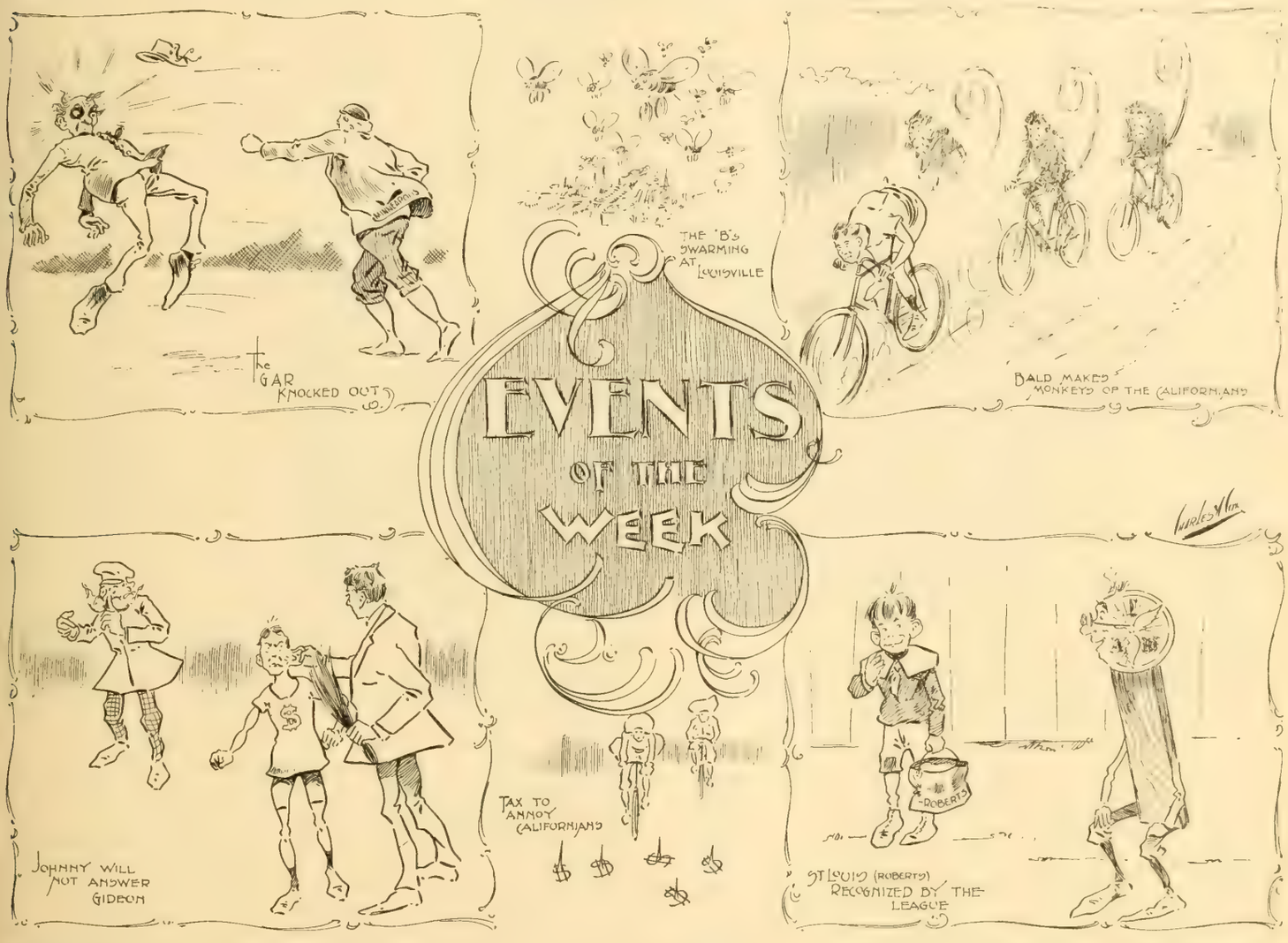
The foundation of the street has been laid for about ten days. It consists of concrete made from broken limestone, sand, and hydraulic cement which has been allowed to set this length of time. This concrete, when protected from the weather and wear, is practically imperishable. The use of a sheet of expanded steel covering the entire surface of the street and imbedded in the concrete is now recommended to further strengthen the concrete base.

The wearing surface, brought to the street, as stated, at a temperature of 250 degrees, is very carefully and evenly spread with hot iron rails to a depth of about five inches. This is immediately compressed by a hand roller, and

A Thin Sprinkling of Cement

is then spread over the surface; this not only imparts a good color to the pavement but prevents the steam rollers which follow from sticking to the surface. These steam rollers, one of which weighs between five and six tons and the other from ten to twelve tons, immediately begin compressing the material which, by this means, is brought down to one-half its original thickness, or two and one-half inches. The small roller is run crosswise of the street, and the large one lengthwise.

As soon as the heat has left the pavement, which is in a few hours, the street is ready for wheels of all kinds, from the pneumatic tire to the truck carrying twenty tons.



FOUR GOOD ROAD RACES.

Dedham Cycle Club Holds Several Interesting Events—Tom Butler the Star of the Day.

DEDHAM, MASS., April 19.—About 10,000 people saw the start and finish of four bicycle road races run here this afternoon under the auspices of the Dedham Cycle Club.

For weeks the club has been making preparations for a big celebration of Patriot's Day and they have worked hard for what proved to be successful events.

The only feature of the events which was not a success was the handicapping, which, to tell the truth, was rather amateurish and bad, as for instance placing Pierce and Seavey on scratch in the ten-mile race and giving Tom Butler 3 minutes in the same event.

It was an ideal road racing day, with no wind at all, perfect roads—marred only by the dust—and the air cool. The races were set for 3 o'clock, but long before that time the cyclists began to pour into the old county seat. At half-past two the square was so congested that it

Was Impossible to Drive or Wheel Through It.

The police arrangements were good and with the assistance of some self appointed helpers and a couple of good stout ropes the course was kept fairly clear for the contestants.

Tom Butler, brother of Nat Butler, winner of last year's Linscott, was the hero of the day, winning two of the events and time prize in another.

It was shortly after 3 o'clock when the first race was started, a three-mile handicap. Out of thirty-two entries twenty-eight men got up to ride in this race. The limit was 1:30, and the men got away without a mishap. It was a two-lap course, and the turn at the lap was so sharp that the men had extreme difficulty in holding it. In this race Tom Butler started from the 1-minute mark and rode a very creditable race indeed, winning easily far ahead of his nearest competitor. Time, 7:56.

The boys' race of a mile was next run off. Seven youngsters started, and the finish was an unusually pretty one. Cunningham and Edwards came to the tape together, Cunningham leading. When within about ten feet of the tape Edwards jumped easily ahead and won by a head. His time was 2:23⅗, and the second man's time was 2:24.

There Were Two Teams Entered

for the five-mile tandem event, but as Seavey and Callahan did not show up, Pope and Reynolds rode over the course to claim the prize—a couple of silk umbrellas—going the distance in 14:48⅗.

Then came the road event of the day, the ten-mile handicap, with just 100 starters. The limit in this event was 5 minutes and the course a straightaway to Highlandville and back. The entire field in this race also got away without a fall or accident of any kind. The scratch men were Nat Butler, Eddie McDuffie, H. A. Seavey, and Burns Pierce, the winner of the 100-mile road race last year in Malden.

The Two Famous Old Rivals,

Butler and McDuffie, rode side by side for a short distance, trying to force each other out to set the pace. Finally Butler started and the rest tagged on behind him.

The finish was a hot one. Tom Butler rode a good race and the scratch men never caught him with his 3-minute handicap over them. He made a strong finish with a good fifty yards behind him to spare. He won the time prize, a silver stop watch, beside the first prize, a racer.

The Finish of the Men Was as Follows:

NO.	NAME.	HDCP.	TIME	NO.	NAME.	HDCP.	TIME.
1	T. S. Butler	3:00	27:33	14	A. S. French	3:00	29:11⅗
2	G. D Buckley	3:30	29:06	15	H. Dring	3:00	29:11⅘
3	W. H. M. Greenhill	3:15	28:47	16	H. D. Merritt	2:30	28:42⅕
4	R. A. Perkins	4:00	28:40	17	A. H. Morrill	4:00	30:12⅖
5	A. Andrews	4:30	30:11	18	George Dorr, Jr.	1:30	27:56
6	C. Doubleday	3:15	29:05⅘	19	J. J. Casey	2:15	28:27
7	John Hudson	4:00	28:53⅗	20	S. C. Hill	4:30	30:57⅘
8	Nat Butler	Scr.	30:58⅗	21	H. M'Clean	3:15	29:43⅗
9	A. E. Stephenson	4:00	28:59	22	W. S Reynolds	2:30	29:04
10	H. C. Burdett	3:45	29:44⅖	23	H. Quimby	2:00	28:35
11	F. C. Gould	3:45	29:44⅘	24	J. P. Kouzeneski	4:00	30:40
12	A. C. Chamberlain	3:45	29:45	25	J. W. Falcon	2:30	29:11
13	G. L. Doucette	3:15	28:26⅗	26	F. Poole	3:15	29:58

WILL TAX CALIFORNIA WHEELMEN.

OAKLAND, CAL., April 17.—The wheelmen of this city are strongly agitating the subject of good roads.

A consolidated committee, composed of members of the Acme and Reliance clubs, has been after the city council to have an ordinance passed regulating the repairing of streets and roads leading to the city within the county of Alameda.

The city council has discussed the matter and proposes that the wheelmen do their share toward keeping the streets as they should be and for that purpose the following ordinance was introduced:

Every person, firm, or corporation, owning, hiring, renting, and using carts, carriages, wagons, trucks, bicycles, tricycles, velocipedes, and other vehicles hereinafter specified, within the limits of the city of Oakland shall pay the license hereinafter provided:

For every road-cart, sulky, buggy, phæton, carriage, and other pleasure and business vehicle, not including coupes, cabs, hackney carriages, delivery and express wagons, trucks and drays, with a carrying capacity of not more than two persons and drawn by one or two horses or mules—$3 per annum.

With a carrying capacity of not more than four persons—$4 per annum. Of more than four persons—$6 per annum. For every coupe, cab, hackney carriage, stage, and omnibus—$6 per annum. For every delivery and express wagon, truck, dray, and other business vehicle with a carrying capacity of one ton or less—$5 per annum. More than one ton and less than two—$6 per annum. More than two tons and less than three—$7 per annum. More than three tons and less than four—$8 per annum. More than four tons—$10 per annum.

For every bicycle, tricycle and velocipede—$2 per annum.

The payment and collection of all licenses herein specified, except on bicycles, tricycles, and velocipedes, and the numbering and furnishing of tags, also the duties of the auditor, tax collector, and license officer, except the disposition of the moneys received from the sale of licenses herein provided, shall be in conformity with Ordinance No. 1,009 (paid to city tax collector.)

All bicycle, tricycle, and velocipede licenses shall date from the 1st day of January or the 1st day of July.

The numbering and furnishing of tags for bicycles, tricycles, and velocipedes shall be in conformity with Ordinance No. 1009 (furnished by city tax collector.)

All money received by the tax collector from the sale of these licenses shall be kept apart from other moneys received from any and all sources, and a record kept of the same in a book for that purpose, and shall be paid over to the city treasurer; and all such money received by the city treasurer shall be placed in and made a part of the street fund of the city of Oakland.

All bicycles, tricycles, and velocipedes used by children under the age of twelve years, provided the said machines have a carrying capacity of not more than 100 pounds, shall be exempt from any of the provisions of this ordinance.

The Acme Club Feels Keenly the Defeat of

its relay team and wants to arrange another race, for a suitable trophy, with the winners of the last race. Whether or not the Bay City Wheelmen will accept the challenge is not known at present.

The question of a new track has been agitating both the Acme and Reliance clubs. The Acmes are looking for a suitable piece of ground on which to construct a three-lap cement track, and the Reliance Club, or at least some of its members, are considering the advisability of forming an association for the purpose of making a three-lap out of their four-lap dirt track in Alameda. The proposition is to form a stock company and have each club in the California Associated Cycling Clubs take so many shares, and also to sell shares to individual club members.

A DIPLOMAT A CONVERT.

WASHINGTON, D. C., April 13.—Business is rushing, and every one in the trade continues smiling. Cline Bros. state that Mr. Mun Yew Chung, one of the members of the Chinese legation, has just purchased a Victor wheel. Mr. Chung will not assume a bicycle costume, but will take his daily spin in his usual silken robes, which he will undoubtedly find as convenient as a lady does her attire. So many of the prominent members of the diplomatic corps are becoming accomplished wheelmen, that Mr. Mun Yew Chung also desires to enjoy the sport and show his ability as a rider as well.

The Michaux Cycle Club, of New York, have been arranging for a tour to Washington. It will take five riding days to make the trip. There will be over-night stops at Princeton, N. J., Philadelphia, and Brick Church, Md. A large party of the club's fashionable members make up the party, which will probably start next week.

The Rev. E. B. Bagby, of the Ninth Street Christian Church, is about to form a ministerial bicycle league. It numbers fully twenty members composed of clergymen who take their wheels and go for a run into the country every Monday, having dinner, and a slight relaxation from care after their confining labors of Saturday and Sunday. Mr. Bagby thinks that greater sociability and good fellowship is what is needed among the ministers of Washington. He admits it may be some time before a very large league can be formed, owing to the fear of many of seeming lacking in ministerial dignity, but

It is a Practical Health-giving Exercise,

and has been of the greatest benefit to Mr. Bagby himself. He rides the Victor, and not only feels greatly benefited, but is able to make a greater number of calls than he could in any other way.

One of the most popular forthcoming events is the race meet to be held by the Columbia Athletic Club in this city on May 30, on the occasion of its opening its new clubhouse. Enough tickets have already been sold to defray all expenses. There will be a grand stand on the new grounds (which are to be known as Columbia Field) which will accommodate 700 people. Prof. John T. Crossley, the instructor of the Columbia Athletic Club, has designed the bicycle track, and given it his closest attention, studying the curving and banking very carefully, and he now claims that the track is a record breaker. The recognition of cycling by the Columbia Athletic Club must eventually lead to all other clubs of a like nature taking it up, which at present they have not done.

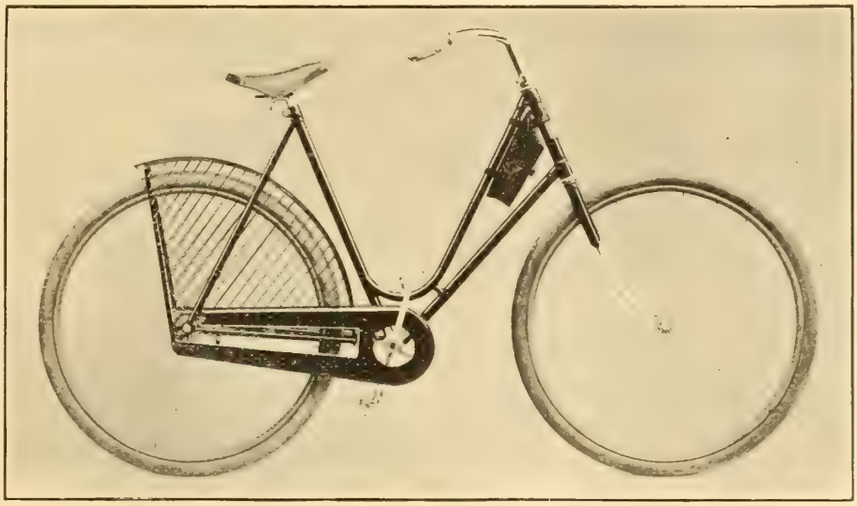
M. A. Tappan, whose sporting-goods house is on Pennsylvania Avenue, is carrying, besides the Spalding, the Tappan Special, for which he reports large orders. Mr. Tappan, like every one else just now, finds cycles a good thing to handle, and he has lately introduced the wheel into his large establishment, and besides carrying sundries he has a fully equipped repair shop.

PROVIDENCE FALLS IN LINE.

PROVIDENCE, R. I., April 22.—Similar to the Centaur and Michaux clubs, although much smaller in numbers, is the Draisane Club, recently organized in Providence, R. I. It takes its name from the invention of Baron Drais, and is composed of ladies and gentlemen who are of the highest standing socially. The officers elected at the first meeting were: President, Howard O. Sturgess; vice president, Mrs. William Goddard; secretary, Miss Madaline Goddard; treasurer, Anthony Dyer; captain, G. Richmond Parsons.

Waverley Belle Special

BUILT FOR LADIES WHO PREFER A LARGE-SIZED MACHINE.



Full size 28-inch machine, with high frame. Fitted with lace dress guards and solid steel chain guard that is an absolute protection for the chain and both sprockets. Price $85 with guards as shown in cut. Specifications: Exactly the same as the Waverley Scorcher, except the drop frame and guards.

That the Waverley Belle is the most popular lady's wheel on the market is proven by the great numbers sold.

NOTE.—The half nickel front fork is a distinguishing feature of the Waverley. Patent applied for.

INDIANA BICYCLE CO.,

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243 Vine St., CINCINNATI, OHIO.
12 W. Secoud St., DAYTON, OHIO.
1629 Stout St., DENVER, COLO.
350 W. Jefferson St., LOUISVILLE, KY.
498 Broad St., NEWARK, N. J.
11 E. 59th St., NEW YORK CITY.
30th and Broadway, NEW YORK CITY.
67 Cortland St., NEW YORK CITY.
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CLEVELAND'S ROAD RACE.

Decoration Day Event will be a Big One—Will Use the Horse Track on May 30—Other News.

CLEVELAND, OHIO, April 22.—Preparations for the annual twenty-five-mile Decoration Day road race of the Cleveland Wheel Club are now in full sway, and indications point to a larger field of starters than ever before. The course will be the same as last year—from the clubhouse, out Euclid Avenue to a point a short distance beyond Euclid and return. There will be forty place prizes, eight time prizes, and four specials. Nine a. m. will be the starting time, and in the afternoon the usual track events will be run, probably at the race track at Glenville.

It is proposed to try the Glenville horse track as an experiment. Although a mile track, it is one of the best in the country, and the facilities for the accommodation of patrons are simply perfect. That the bridle path at C. A. C. Park is played out is evident.

Most Riders Consider it Unsafe,

many Class B men last year refusing positively to race upon it at all. The C. A. C. does not seem inclined to remedy the fault, and the C. W. C. has about decided to break away and try something new. The Glenville track is less than 25 minutes' ride from the center of the city, and is really just as handy to reach for East End residents as the C. A. C. Park. The driving park people seem anxious to encourage cycle racing, and the only question is, will the people go? The horse races draw 10,000 people in a single day, and there is no reason why the C. W. C. should not get a good attendance. At any rate the experiment will in all probability be tried.

Cleveland had her Novelty

in the shape of a clergyman's cycle club three years ago, and, by the way, the organization is alive and healthy yet, with a membership of about twenty-five, and now she introduces another in an old soldiers' wheel club. Preliminary steps have been taken, and during the present week a club of union veterans will be formed.

At the C. W. C. grand circuit races last year a number of racing men failed to pay their entry fees. One hundred and twenty-nine dollars is still due on account, and as the club went deeply into the hole it is proposed to try and collect the amount, and to that end a blacklist will be sent to Chairman Gideon with a request for suitable action. Upon this list are

Many of the Noted Riders of the Country

among whom are several members of a large Buffalo club. The secretary of this club, in sending the entries, requested that a bill for the total amount be sent to him, and that a check for the amount would be mailed soon after the next meeting of the board of directors. This was last July, and the C. W. C. has been waiting ever since for that meeting to be called.

The members of the park and boulevard committee, composed of representatives from most of the clubs in the city, met at the home of the C. W. C. one evening last week. The only important question discussed was the street sprinkling problem. It was finally decided to introduce an ordinance into the city council

To do Away with Sprinkling Altogether

upon certain streets named before 8:30 in the morning and after 4 o'clock in the afternoon. Several members of the council stand ready to introduce this bill.

The Y. M. C. A., of this city, organized a cycle club last week. Over 100 names were enrolled. Sunday runs will, of course, be discountenanced; evenings and Saturday afternoons to answer for that purpose.

"Uncle Cy" Merrills, last year's secretary-treasurer of the C. W. C., and quite noted for his road riding abilities, will join the benedicts during the present week. One of Sandusky's fair daughters is to be the bride, and quite a delegation from the club will go up to see the knot tied.

A BICYCLE NOT PERSONAL BAGGAGE.

WASHINGTON, D. C., April 22.—The United States general appraisers have rendered the following decision in the matter of the protest of W. C. P. McGovern against the decision of the collector of customs at Duluth, Minn., as to the rate and amount of duties chargeable on certain merchandise, imported per railroad.

The merchandise covered by the protest consists of a bicycle made of metal, which was imported from Canada, and was assessed for duty by the collector under paragraph 177, tariff act of 1894, at 35 per cent ad valorem as a manufactured article, not specially provided for in said act, composed wholly or in part of metal.

The article is claimed to be free of duty under paragraph 669 of said tariff act, which reads as follows:

669. Wearing apparel and other personal effects (not merchandise) of persons arriving in the United States; but this exemption shall not be held to include articles not actually in use and necessary and appropriate for the use of such persons for the purpose of their journey and present comfort and convenience, or which are intended for any other person or persons, or for sale.

This paragraph is a re-enactment of paragraph 752 of the tariff act of 1890, with an omission of the proviso to the latter paragraph relating to wearing apparel and other personal effects which had been once imported into the United States and after exportation again reimported. That proviso is entirely repealed by the present law, and has no bearing on the case in hand.

In Arnold V. The United States (147 U. S., 494). The phrase "other personal effects," following the words "wearing apparel," was construed by the supreme court to refer only to other articles of "personal baggage not used as clothing," and this view is in accordance with that uniformly adopted by the board. (*In re* Smedes, G. A. 2845.)

"Following that construction," say the appraisers, "we find that a bicycle is not 'personal baggage' of an arriving passenger or traveler in the sense of that phrase as construed in numerous decisions by the courts. The protest is overruled and the collector's decision affirmed."

"WETS" WIN A VICTORY.

BALTIMORE, MD., April 22.—The question of whether or not to have beer at the Park Cycle track is again agitating the gray matter of the track managers. This question is now hoary with age and has never ceased troubling. So far the "dries" have kept beer off the track grounds and the "wets" have vehemently urged that all this dryness has driven many wheelmen to a near-by and popular roadhouse. So strongly have the "wets" urged beer for the grounds, and backed up as they are by a great many riders, it is probable that at the next meeting of the track managers it will be voted to make arrangements for serving bottled beer, and all the "wets" are saying, "I told you so."

The two race dates assigned here in the national circuit by Chairman Gideon look as though they would go begging and that the division would have to shoulder the responsibility of holding the races. Though superb entertainments have been put up at the local races, yet 'tis generally said, that very few have paid the promoters, with the result that no club is crying after them. It is the general belief that the Maryland Club will hold the national race meet here in the fall in following out its time honored custom. But so far they have not been heard to fall over themselves after it.

WHO FRED GERLACH IS.

One of our eastern contemporaries in commenting upon the new members of the Racing Board asks who the new member from Chicago is. It is with great pleasure that THE BEARINGS introduces Mr. Fred Gerlach to our eastern friends. He is vice-president of the Illinois Cycling Club and an Illinois Division representative. He is one of the hardest workers for the sport in Chicago, and is fully capable of attending to his duties as a member of the Racing Board. Mr. Gerlach is young—we should say he is about twenty-six—but as we once before said, it is no crime to be young. He knows the ins and outs of cycling like a book, and is well known in Chicago.



FRED GERLACH.

Mr. Gerlach is a hardy road rider, and one year was captain of the I. C. C. He began riding in the 80's, and was one of the organizers of the Americus Cycling Club, a youngster that promised to be a big club five or six years ago. He stayed with this organization until it disbanded, and he then joined the Illinois.

He is a very conservative young man, and believes in closely investigating everything before he makes a decision. As a patent lawyer he is necessarily familiar with all of the fine points of law, and will doubtless be able to untie many tough knots for the Racing Board. Mr. Gideon is to be congratulated on having such a promising young man on his board.

RACING BOARD BULLETIN.

The following have been declared in Class B: Clarence A. Davis, San Jose, Cal.; T. A. Griffiths, San Francisco, Cal; Clyde Washburne, Duarte, Cal.; Orlando B. Stevens, Ottumwa, Ia.

Suspended pending investigation: Arthur Griffen, Los Angeles, Cal.; Charles Miller, Los Angeles, Cal.; Godfrey Schmidt, Los Angeles, Cal.

President Willison has appointed on the racing board Douglas W. Robert, 2922 Washington Avenue, St. Louis, Mo., and Frederick Gerlach, Montauk Block, Chicago, Ill.

Members of the board have had assigned them the following territory:

District A.—Mr. Robinson, in charge of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.

District B.—Mr. Gideon, in charge of New York, New Jersey, Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, North and South Carolina.

District C.—Mr. Croninger, in charge of Ohio, Indiana, Kentucky, Tennessee, West Virginia, Mississippi, Alabama, Georgia, and Florida.

District D.—Mr. Gerlach, in charge of Illinois, Wisconsin, Iowa, Minnesota, Michigan, Dakota, Nebraska, Idaho, Montana, and Wyoming.

District E —Mr. Robert, in charge of Missouri, Kansas, Arkansas, Louisiana, Texas, New Mexico, and Indian Territory.

SPECIAL STATES.

Under the direction of Mr. Gideon the following states will be governed by:

California and Nevada.—R. M. Welch, 532 California Street, San Francisco, Cal.

Colorado.—C. H. Hilton, Jr., 1,758 Stout Street, Denver, Colo.

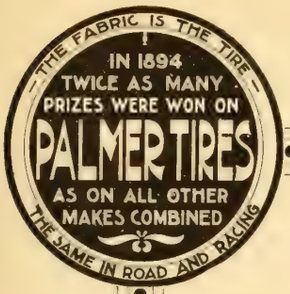
Oregon.—C. L. Howe, 64 Third Street, Portland, Ore.

Utah.—C. A. Emise, 11 West Second Street, Salt Lake City, Utah.

Washington.—W. A. Van Epps, Olympia, Wash.

Arizona.—W. L. Pinney, Phoenix, Ariz.

NOTE.—Applications for sanctions should be sent to the above named, as in charge of the state in which the races are to be held. GEO. D. GIDEON.



TWICE AS GOOD AS OTHER TIRES



TWICE AS GOOD AS OTHER TIRES

PALMER TIRES

AN ECHO FROM THE COAST.

Crown City 18-Mile Road Race, at Pasadena, Cal., April 9.

54 STARTERS. 14 ON PALMERS.

Only four lost in the shuffle.

TIME.

1st EMIL ULBRECHT.

2d A. W. CLEAVER.

4th	PHIL KITCHEN.	8th	B. D. MASSEY.
6th	F. H. WRIGHT.	10th	A. JAY.

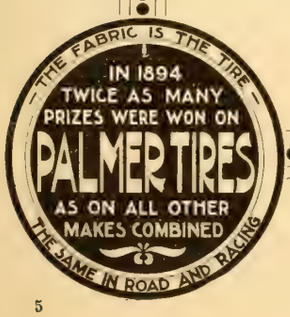
PLACE.

2d	E. P. NEILEY.	6th	F. H. WRIGHT.
4th	ED. NORMAN.	7th	B. D. MASSEY.

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TWICE AS GOOD AS OTHER TIRES



TRIED TO DOWN TURNER.

But the Doctor Turns the Tables on the Malcontents—An Exciting Meeting of the London Center of the N. C. U.

LONDON, April 6.—Writing under pressure last week, it was difficult for me to fully explain the significance of all that happened at the council meeting of the Union, and before. I said nothing respecting the meeting of the London Center on the Wednesday previous to the council meeting. Notwithstanding the fact that London is only one among several other centers, the influence of its leaders in Union affairs and the strength and number of the clubs belonging to it make its decisions of considerable importance when a crisis is impending. Such a meeting as that I am now referring to had never before been held. The large council chamber at the London Tavern was packed with delegates to its fullest capacity, and the gallery was filled with spectators. For some time there had been rumors around that a concerted attempt would be made to defeat and oust from office the dominant leaders of Union policy—Doctor Turner and his supporters.

An Anonymous Appeal had Been Circulated Before the Meeting

by the malcontent party (consisting of several members of the Polytechnic and Catford clubs), giving a list of recommended candidates for election to the acting committee of the Center and a list of some fourteen names suggested for election as delegates to the council. Led by Turner and Todd the old party also whipped up their adherents and ran a ticket of nominations.

The first shock of conflict occurred when A. R. Lockwood, the veteran of the old Surrey B. C., was pitted against Robert Todd for election as chairman of the Center. Lockwood has only lately come to the front in Union circles, but is a most determined and strongminded man, prepared to fight with a resolution bordering on ferocity. There was a grim wrangle over proxy votes and when the smoke cleared after the conflict Robert Todd was found with a score of seventy-one votes against fifty-three. End of round one. The second round was fought over a motion by Doctor Turner, introduced in his most lively and effective manner, pledging the Center to the support of

An Honest Amateurism and Honest Professionalism

and the purification of the racing path. Discussion raged and ineffective amendments in support of a B class at the end of this season were moved, but despite all the efforts of the malcontents Doctor Turner's resolution was carried. When it came to the elections the new party were only able to get half their ticket voted on by the acting committee, and onlysecured four out of the fourteen seats upon the council.

This result was rather discouraging, but worse was to follow on Saturday at the council meeting. A. R. Lockwood, J. Blair, S. T. Brown, and G. H. Smith were all eligible to sit on the general committee if elected, but Lockwood declined to stand, Brown and Smith were not even nominated, and Blair was alone successful in securing a seat. So ended the second great attempt to capture the Union and transform its policy. The Racing Cyclists' League had tried and failed and their successors were equally disappointed. Perhaps no more striking fact could be advanced to show that the Union's policy during the past year has met with general approval than that

The Present General Committee Consists of the same Men

who were elected last year, with the exception of three newcomers who take the places of H. L. Clark, Dalton Smith, and Cawood, who had retired before the election occurred. Their seats are now filled by R. T. Lang from Newcastle, E. J. O'Reilly, of London, and Brommage, of Birmingham.

The N. C. U. will continue its policy of administering the licensing scheme without change or interruption, and although Class B will doubtless be forced upon them when this season closes, the pressure will not come from any combination of racing clubs or racing men but from the course of events. Already the Surrey B. C., the Catford C. C., and the Brixton B. C. have applied for and been granted permission to hold some events for unlicensed amateurs at their forthcoming big meetings. The Surrey B. C., in particular, finds itself driven to take this course to insure entries for the several events which it must present to its mammoth crowd next Saturday week. So many of

The Best Riders Are Without Licenses

that the club would like permission from the Union to blend the licensed with the unlicensed in its scratch races, but this has been refused. It must also be understood that the Union will not permit unlicensed English amateurs to compete against Class B Scotchmen. Directly racing commences the public will clearly see the extent to which the weeding out process has now attained. Ninety-five will be the great transition year in English cycle racing. In the meantime there will be held at Birmingham, on the 20th inst., a conference of centers to discuss the working of the licensing rules.

G. L. Hillier is shockingly indignant with J. Blair and the Union council over the resolution passed restricting the making of records by amateurs. I gave the text of the new rules last week. Hillier has written to the press that "the pro must go." He regards Blair's proposals as striking a blow at the amateur to benefit the unlicensed rider and the pro. Blair and Hillier are both honest in their aims although neither can appreciate the other. Blair's policy is to make matters so impossible for the sham amateur that he will be compelled to declare himself a pro or starve. Hillier's line is to compel the racing man to comport himself as an amateur or starve. Simply two different ways of attaining the same end, viz., honest sport.

In a race with Tom James at Cardiff, last Monday, A. W. Harris came a terrific crash at the finish, being bored on to the rails by James. The referee disqualified the latter and awarded the race to Harris, who remained unconscious for some time, being ultimately removed to the infirmary in a serious condition. The two professionals were riding the first of three contests for $250 a side and the championship of England and Wales. The distances were to be one-half, one, and two miles, but the contest was not under N. C. U. control.

Last Saturday's 100-mile race at Putney was won by G. Patterson in 4:39:58⅗ despite a heavy gale. The attendance was wretchedly small.

C. W. HARTUNG.

OPENING OF THE BUFFALO TRACK.

PARIS, April 8.—Notwithstanding the unsettled state of the weather, and in spite of a very interesting race meeting at the winter track, the Velodrome Buffalo decided to reopen its gates yesterday. The attendance was small but very select, and included most of the cycling notabilities in Paris.

The opening event yesterday was a 100-kilometer race in which C. Huret, Bouhours, T. Linton, Hale, Lumsden, Corre, and Buffet took part. Besides prizes of 700, 300, 150, 80, and 50 francs, the first man to pass the twenty-five-kilometer mark got 150 francs, with another 200 francs at the fiftieth, and a like amount at the seventy-fifth kilometer. The struggle between at least four of the men promised to be an exciting one, but owing to sundry accidents the race was shorn of all its interest.

Bouhours had a Spill

soon after the start and brought Buffet down with him. The former was unable to mount again and Buffet retired shortly afterward. The pacing was done by triplets and the respectable distance of 41 kilometers 433 meters 25¾ miles) was covered in the first hour.

C. Huret won the race and pocketed besides all the "primes" for the twenty-five, fifty, and seventy-five kilometers. His winnings amounted to the snug little sum of 1,250 francs. T. Linton finished a good second, a lap only separating him from the French crack. Linton is barely eighteen years old and has not at all the appearance of an athlete. The way he stuck to Huret was a surprise to all. His fall, when within fifty meters of catching up to the Frenchman, who

Had Lapped the Field

at the start, may have lost him the race. Lumsden, the Scotchman who was going to ride circles round his opponents, again failed to score.

Corre beat Hale for fourth place. Rain came down in torrents toward the finish and the last ten kilometers were negotiated at a funeral pace.

The time for the ten kilometers was 2:37:50.

The meeting at the winter track the last of the season was a very interesting one, owing to the presence of Houben, and attracted quite a large crowd. Houben was again successful. His task was a difficult one, especially in the scratch race, where he met such cracks as Jacquelin, Maurice Farman, Anthony, and Meline. His victory, however, was an easy one. In the handicap he naturally started scratch, but the inexperience of one of the riders caused him to

Run Wide on the Banking

and he gave up.

With Maurice Farman as a team mate he won the tandem race, although fouled by Baras-Fossier, who were fined.

A match between the Belgian champion and "Kid" Wheeler has been arranged and will take place on July 7. The conditions are the best two out of three heats, and the distances, one, two, and five miles, the last two with pacemakers. The stakes are for 5,000 francs (2,500 on each side) and any inducements offered by the track management will go to the winner. Both parties have posted their first installment of 500 francs.

It is probable that the match will be run off in Paris, but nothing has been decided yet.

PATRIOT DAY CELEBRATION.

BOSTON, April 20.—Boston cyclists celebrated Patriot's Day, April 19, in a variety of ways. The Massachusetts Club rode to Lexington and Concord, as is its usual custom, and as it feels in duty bound to do, having originated the agitation for the day some two years ago. The Chelseas and the Garden Citys rode over the Paul Revere course the night before, leaving their clubhouses at midnight. The night was not a pleasant one, and the roads not in the very best of condition. Nevertheless they enjoyed themselves and met with no serious mishaps.

The Lexington minute men entertained the Metropolitan Wheelmen and the Woodbridge Club and ran a very successful parade, in which all the clubs running to Lexington participated.

Most of the clubs hereabouts, however, rode to Dedham in the afternoon to see the very successful road race held by the Dedham Cycle Club, in which Tom Butler did himself proud, beating his famous brother Nat out.

The Chicago Cycling Club won the deciding series of bowling games with the Illinois C. C. April 18, capturing a $50 silver trophy and the cycling club championship of Chicago. The result of the tournament was: Chicago C. C., nine games; Illinois C. C., six games. The cup has to be won three times.

EVEN
UNCLE BEN
FROM
KALAMAZOO



WAS
ONLY
CAUGHT
ONCE
BY
THE
"JUST
AS
GOOD"
SORT
OF
BICYCLES

He
KNOWS
that
VICTORS
are
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OVERMAN WHEEL CO.
Makers of Victor Bicycles.
BOSTON. NEW YORK. DETROIT. DENVER.
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SAN FRANCISCO. LOS ANGELES. PORTLAND.

HE WANTED A JOB



The editor was in his office lazily reading his exchanges. His feet were cocked up on his desk and the smoke from a nearly consumed cigarette floated in graceful wreathes around his head. The editor is not fond of work and especially is not fond of reading his exchanges. He was reading them in a perfunctory sort of manner because he knew that it was his duty to read them. He wished that there was some excuse to stop and therefore hailed with delight a rap on the door that announced the advent of a visitor, and promptly called, "Come in."

The visitor was a little fellow, twenty-two years old, perhaps, but he looked younger. He was neatly clad in a becoming bicycle suit that betokened his membership in one of the leading wheel clubs of the city, and wore a cherry smile.

"Got a few minutes to spare?" he began. "I want to ask your advice."

"Time to burn, and cigarettes, too. Have one?"

Two fresh cigarettes were lighted and the visitor elevated his feet as high as those of the editor and proceeded to make known his errand.

"How can I work some one for a bicycle?"

"I don't know."

"You don't know?" in an incredulous tone. "You don't mean to say that you pay for your wheels?"

"No, but I have enough wheels offered me every year to stock a stable."

"Gee-whiz! What do you do with them all? Let me ride one of them, will you?"

"I have none to spare."

"You don't mean to say that you ride a dozen wheels, do you?"

"No, and that is the very reason I have none to spare. I can't ride a dozen and therefore I don't take a dozen. One is all that I need and all that I take. When I used to race I had a roadster and a racer, but now that I have given up racing I don't need and don't have but one.

"When a firm asks me to ride one of their wheels," continued the editor, "it is because they expect to get enough advertising out of it to pay for the wheel. I don't believe that my riding in one season is worth a dozen wheels and so I pick out one good one and content myself with that."

"Well, if you can't tell me how to work any one for a wheel, perhaps you can tell me something else. I want a job."

"Yes."

"Do you know of anything open?"

"Yes."

"Will you help me to get in?" in a confident tone, as if it were a foregone conclusion that the editor *would* help him.

"No."

"Why? Have you anything against me?"

"Not a thing."

"Then why won't you help me. I need a job and need it badly."

"A chronic complaint of yours, isn't it?"

"Well—er, yes. I have been playing in pretty hard luck for the past two or three years."

"Had two or three jobs a year, haven't you?"

"Yes, but none of them were much good except one. I had one good job and I worked hard and gave good satisfaction but I got fired just the same. There was a change in the management and the new manager wanted my place for a friend of his. It wasn't my fault."

"How about the others?"

"I never got fired but that once. I left all the other places on my own accord."

"Why?"

"Mostly because I wasn't getting what I was worth. People think just because a fellow is young and looks younger that he isn't worth more than ten per. I know that I am smart enough to hold down a good job, and I've done it. In one place that I had, I know I did the work of two men. I know it because when I left they had to get two men to take my place and they gave each one as much as I was getting. They would have saved money by giving me the raise I asked and keeping me."

"But you left and went to work a month later for less money than you were getting there, didn't you?"

"I had to do it or starve."

"I suppose that was better than waiting for the other people to find out that you were worth as much as you asked?"

"No, but they made me hot. I just couldn't stay there any longer."

"Do you suppose for an instant that if they had thought that they would have needed two men to fill your position that they would have let you go rather than raise your salary? Not in a thousand years. They didn't think you were worth any more than you were getting, and you didn't wait until they found it out. *I* know that you can hold down a good job, but there ain't many other people who know it. You must prove it to them."

"Well, if *you* know I can hold down a good job, what is your objection to helping me to get one?"

"Because I don't know of any *good* jobs, and if I recommended you to a cheap one you would fly off at a tangent after a while, and I would get the blame of recommending an irresponsible man. I used to recommend fellows like you, when I was green, but I don't do it any more. It's like a boomerang. The blame comes back on me, and works me an injury."

"Come, be a good fellow. I promise to stick to the job if you will get me one."

"No-p."

"Come on."

"No-p."

"I've always said a good word for you when I had a chance."

"I know it."

"And you won't help me out now?"

"No."

The visitor's smile had faded away. He sat musing for half an hour while the editor continued his reading of the exchanges, making a blue



pencil mark here and there and consuming several cigarettes. At last he said, "I thought that you were a better friend of mine than that. Well, I've got to go to work. The Speedy people offered me $6 a week and I suppose I'll have to take it until something better turns up. Would you go with them at that price? It's like giving myself away—and work nights, too."

"It's the very job I had in mind," said the editor.

The visitor gave vent to a prolonged whistle, sat and thought awhile, and then left without a word.

The next day he stuck his head in the door just long enough to say, "I'm working for old Speedy."

That was a year ago. He is still working for old Speedy and is manager of the retail at $1,200 a year with the prospect of a raise soon. He still keeps on saying a good word for the editor when he has a chance.

Charley Murphy Crushed.

C. M. Murphy, the racing man, and a BEARINGS' correspondent sat in a New York cycle store one day last week when a small boy, well dressed and undoubtedly of good birth, entered and walking up to "Charl" asked a few questions regarding the wheels sold by Murphy. "Brother Charl" wanted him to buy a heavy wheel of the '94 model which was on the floor, but the boy would have none of that, saying he wanted a wheel as light as he could get it, "because," said he, "you see I want to race." He was not over twelve years of age, and, more to jolly him than anything else, he was asked if he knew any of the great racers, to which he replied:

"Oh yes, I know Zimmy, Wheeler, and Titus."

"Do you know any others?" put in Murphy.

"Well, not personally. Of course I've heard of Tyler, Windle, and all those fellows, but I have never seen them."

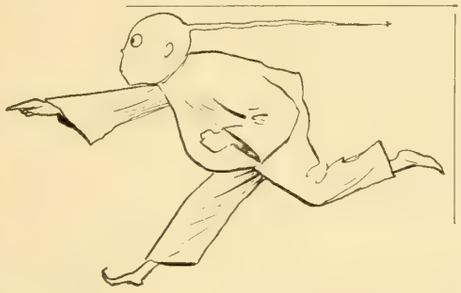
"Ever hear of Charley Murphy?" the newspaper man queried.

And to "Brother Charl's" infinite disgust the boy, after thinking for a moment, replied:

"No, I guess not. You see I never heard of any of those second raters; the only ones I know of are the racing men who can *race*."

The lady riders of Chicago have taken a great liking for the bloomer costumes of M. Newman & Co., as is shown by the large number of them worn in this city. Mr. Newman says that he is kept busy filling orders.

GREASED LIGHTNING....



A burst of speed. The earth is lighted with a "Crimson" glow. The rider feels the thrill of life along his keel. A spontaneous effort and Ajax is outdone.

'TIS A "CRIMSON RIM" RIDER



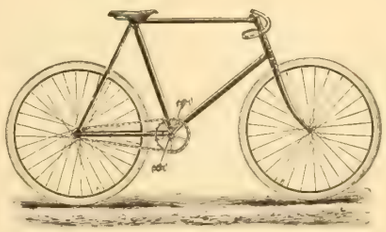
He floats over the ground like a very thing of Mars—from where the Sycamores hail. He feels his steed under him. The atmosphere parts as he sails through it. Greased lightning is nothing compared to the speed of the SYRACUSE. Why don't you come our way and enjoy all these things.

JOIN THE SYCAMORE BAND

Makers,

Syracuse Cycle Co.

Syracuse, N. Y.



Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

THE UNIQUE CLUB.

Not many weeks since, while on a periodical trip to Detroit, the writer was asked by a prominent member of the Detroit Wheelmen if he would not like to attend a dancing party given by the Unique Cycling Club complimentary to the Detroit Wheelmen. A little questioning elicited the information that the Unique Cycling Club was a sort of sister organization to the Detroit Wheelmen, occupying certain rooms of the clubhouse and on certain evenings having full possession with the privilege of giving such entertainments as their bright minds devise. The particular entertainment was to be a complimentary dancing party to such D. W. members who might present themselves with or without lady partners and be assured of a pleasant time. The Detroiter further informed the writer that the ladies' club had been the direct means of bringing a large number of members into the D. W.'s ranks owing to the desire of some of the boys to be

Near the Object of Their Hearts' Desire.

Also that the wedding bells have already pealed out once since the club's formation, at which time Mr. Gardner, the D. W. secretary, entered the ranks of the benedicts, under the guidance of Miss Grace Stiff, who was the recording angel of the Uniques.

After all these particulars the writer was more than anxious to pay the club a visit, so about 8:30 he put in an appearance. Well, if Mr. Bigelow and others who object to ladies auxiliaries to cycling clubs could have been there their minds would have been disabused by the 150 members of the ladies' club (which, by the way, is the largest in the United States). A very liberal sprinkling were on hand, and arrayed in their party dresses presented a very pretty appearance.



Mrs. Gould, the president of the club, received THE BEARINGS man cordially and bid him welcome. She displayed a more than enthusiastic interest in the club and was very proud of its success. Miss Easter, guardian of the club's finances, is a tall, good looking young lady with raven tresses, pronounced opinions, and an eye for business. She said the club was on a sound financial basis, had $160 in the treasury, and hoped ere long that it would engage quarters of its own where the ladies might carry out their own ideas of decoration and embellishment. Mrs. Gardner, the secretary, is a bright, winsome little woman and very enthusiastic over the wheel and grew intensely interested when dilating upon the club and its prospects. Miss Zacharias, the club's captain, is a thorough enthusiast and reports a lively interest in the runs and says the club's announcements concerning runs are as eagerly scanned by the boys as by their own members and many is the merry party that has wheeled away during the summer evenings for a pleasant ride under a kindly moon.

The bloomer question was strictly tabooed and with one accord the fair hands were raised as they declared they never, never would wear bloomers. The idea!

NEW YORK NEWS NOTES.

NEW YORK, April 22.—It was a representative congregation of cycling enthusiasts of the better class that gathered last Friday evening at Jaeger's in Madison Avenue, near Fifty-ninth Street, on the occasion of the Riverside Wheelmen's inaugural entertainment and reception. At 8:30 p. m. the first number on the programme was announced, and by extraordinary activity on the part of the clerk of the course the various contestants for plaudits and recognition at the hands (and feet) of the huge assemblage of youth, grace, and beauty were brought promptly to their marks and sent away rejoicing at the generous applause which greeted each and every one.

Another cyclist's reception that proved itself a success in every way was the one given by the Amsterdam Wheelmen Friday night at 16 Abingdon Square, the home of the club. Every member seemed to work hard and harmoniously for the success of the event, and as a result the largest number of persons that has graced any of the other attempts of the club in this line were in attendance.

K. C. W. Refuse to Desert.

After a warm discussion, in which Fred Hawley took a full share, at the K. C. W.'s board of directors' meeting last Friday night, it was decided not to follow in the footsteps of the Brooklyn Bicycle Club and withdraw from the Metropolitan Association of Cycling Clubs. A vote was taken, but notwithstanding a majority was in favor of withdrawal, it was decided to remain in the association.

Word from Paris states that Wheeler and Houben have been matched to race for $500 a side. Zimmerman says that the ease with which Wheeler will take the Belgian's measure will show to the world what a snap that 25,000 franc race between "the Grinder" and Houben would have been. Zimmy does not say this egotistically but merely makes mention of the thing in a casual way.

Preparations for the New York *Times* tri-state relay bicycle race between New York and Philadelphia are progressing rapidly and in a systematic manner. Captain Blish and Doctor Iredell, of New Brunswick, N. J.,

Have Completed the Route to be Ridden

through that city, a total distance of twenty-five miles. That relay will begin at a point about two miles from Franklyn Park, at a small town down on the map as Woodlawn, and end on St. George's road from Elizabeth to Rahway, at Wheatsheaf, or a few yards this side of there. From Wheatsheaf to Morristown, a distance of twenty-two miles, will be the next relay following.

Judging from appearances, over 10,000 wheelmen will be in line at the formal opening of the Coney Island cycle path on June 15. Long Island, New Jersey, and New York will be thoroughly well represented and, weather permitting, the grandest pageant of bicycle riders that ever formed will parade on that date. Chas. H. Luscomb, president of the Long Island Wheelmen, has been chosen for the position of chief marshall.

A Feature of the Parade will be the women's division, in which all kinds, sorts, and styles of rational dress may be expected to be seen. Laborers are hard at work now putting the path, which is already in splendid shape, into still better condition.

The committee of five appointed by the Union County Roadsters, of Rahway, N. J., at their meeting, April 8, to thoroughly investigate the "Gideon-refusal-to-grant-the-U.-C.-R.-a-race-meet--sanction--for-May-30" affair, will report its findings tonight, before a special meeting of the club. On the report rests the decision of the Union Countys whether or not to resign bodily from the L. A. W. Much bitter correspondence has passed between Chairman Gideon and the club relative to what the latter choose to call "an open insult."

Rates of a fare and a third over the Pennsylvania Railroad for the round trip have been secured by A. R. Parsons, of the Asbury Park meet transportation committee.

He is Still Dickering with Other Roads

and hopes at an early date to report favorably on the subject. Work on the third-mile track at Asbury Park is progressing rapidly and from a personal examination it can be said that when completed this will prove itself easily the equal of Waltham, Louisville, or Manhattan Beach.

Robt. Center, a wheelman, while riding his bicycle on the Boulevards at Seventy-second Street, this city, was knocked down and run over last Wednesday, receiving injuries from which he died three hours later at Roosevelt Hospital on Fifty-ninth Street, where he had been removed in a cab. There is a question as to who was at fault, the driver of the coal wagon into which he collided, or the rider himself. The deceased was well known in social circles in America and Europe. His property was rated at half a million dollars or thereabouts and he was a member of nearly all the swell clubs of this city. F. Winkle, the driver, was arrested. From his story of the deplorable accident, he was in no way to blame, Mr. Center not seeing the wagon, owing to his having his eyes on the ground and riding at a fast pace.

Sunday, April 28, seventy-five Wabash (Ind.) wheelmen have arranged to meet the wheelmen of Marion, Logansport, Noblesville, Kokomo, Huntington, Roann, and North Manchester at Peru, Ind. From the interest shown over 350 riders will be present. An endeavor will be made to make this road meet an annual affair.

TO THE TRADE.

To guard against the use of improper rims we have refused to supply Dunlop Tires unless the rims on which they are to be fitted pass through our hands.

We have learned that so-called Dunlop rims are being supplied direct to the trade against our advice and wishes, and we desire to warn all buyers of such rims that we will not supply Dunlop Tires.

In some instances rims which have been refused by us have afterward been sold as perfect.

Proper Dunlop rims can be had only of the Dunlop Tire manufacturers.

AMERICAN DUNLOP TIRE COMPANY.

504-506 W. Fourteenth Street,
New York City.

Western Branch:
266 Wabash Ave., CHICAGO, ILL.

Canadian Branch:
36 & 38 Lombard St., TORONTO.

A certain manufacturer has notified his agents that we will not supply him with rims. This is not true; we have filled all the orders he has placed with us.

The Bearings
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, APRIL 26, 1895. No. 8.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"NEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

DO YOUR DUTY.

We note with a great deal of pleasure Chairman Gideon's evident determination to create the much-needed office of "Master of Racing," and to fill it by bringing to the bar of justice those old in crime, rather than to make targets of the lately quoted professionals. Do you not know, Chairman Gideon, M. O. R., that there is not one out of the twenty crackajack Class B amateurs(?) in this country, who, if you did your duty, would be riding under any other head than simon pure professionals? Do not make a sprint on this matter and die off at the head of the stretch. Do not stop until you cross the tape a winner by throwing every mother's son of them in the professional ranks, where they rightfully belong.

One More With Us.

The band wagon driven by THE FOWLER TRUTH, which has been gathering up converted advocates of Class B, has a new recruit from New York City, who is no less a personage than "The Wheel." The more the merrier, and remember, gentlemen, there is always room for one more in the band wagon.

It is not always the longest pole that knocks down the persimmons, especially when the short pole is in the hands of a long man. Come on, boys, Class B is dying rapidly, and the death rattle of the coated professionals is heard all over the land.

FIRST IN WAR,

First in Peace, and First in the Hearts of our Countrymen.

That is the Fowler all over. This little sentence evidently must have been written with the Fowler in mind.

We were the first to come out openly and state that the Fowler wheel did not need to be pushed by hired riders to get a name for it.

We were the first to use our own page of advertising to give to the world our trade notes, which other manufacturers were imposing on the public through the columns of cycle papers.

We were the first in 1894 and 1895 to declare that we could not accept any more agencies.

We were the first in 1895 to advertise for 1896 agencies, and the first to receive applications for them.

We believe that we are the only bicycle company who in one year turned down over 800 applications for agencies.

Last Week's Clippings and How They Strike Us.

"The Wheel" asks, "Who's Gerlach"? We will tell you, gentlemen. Fred Gerlach, one of the newly appointed members of the Racing Board, is a quiet brainy fellow who gives tone to cycling, and the Lord knows we would be much better off if we had ten Fred Gerlachs in cycling where we have one now. One of the shrewdest patent attorneys in Chicago, his training necessarily gives him much knowledge of the law, which will assist him materially in his duties in aiding the Racing Board to attend to their business as laid down by the rules of the L. A. W. The vice-president of the Illinois Cycling Club, a genial wideawake man, and an all-around good fellow—that's who Gerlach is.

The "American Wheelman" says and rightly too—speaking of Kain's alleged humor, wherein he pokes fun at Willie Windle's preaching and singing from a cart a la Salvation Army: "We do not believe that any other cycling writer in America would be guilty of any such blasphemous vulgarity." Right you are, "American Wheelman," and you might have said much more. Willie Windle has a right to worship as he sees fit, the same as any other man, and it shows devilish poor taste for a cycle writer to burlesque a fellow cyclist, or any one else, in his method of worshiping God. Mr. Kain had better confine himself strictly to business.

Croak, Ye Croakers; Croak.

To those of our competitors who thought, some time back, that we did not know how to run our business because of our original methods of conducting it, we would respectfully refer some things that have appeared in THE FOWLER TRUTH as to the business the Hill Cycle Mfg. Co. are doing, and to say to those gentlemen that it is demonstrated to the world at large that we understand pretty well what we are about, that we ask no favor, and fear no competitor, big or little. We are glad to see that some of our critics are being able to pick up some hints from us for their own use, to their manifest advantage. You are welcome, gentlemen.

"Follow the Leader."

Certain makers of wheels speak of building wheels to fit a rider's height, just as a tailor cuts a suit of clothes by measurement, and would not endeavor to fit a five-footer and an eight-footer from the same pattern.

Bless your souls, gentlemen, we sprung that chestnut on the public three years ago. Copyists are not often as far behind the times as this. Ordinarily we give them six months' time in which to tag on. Fowler bicycles were made to fit riders of different heights in 1893, and this is '95. Study your calendar, friends.

"The Referee" last week, among some of the other things it would like to know, asks "if anybody will carry overstock this year?"

Answer No. 1, Hill Cycle Mfg. Co.: "Not on your life."

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

A WONDERFUL DISCOVERY.

BOSTON, MASS., April 22.—Four of the most prominent wheelmen in the country are interested in an invention, or, more properly speaking, a discovery, which is said to be very wonderful and invaluable. These men are Arthur Sidwell, of the Union Cycle Co.; Walter Measure, treasurer of the same company; Albert E. Schaf, manager of the Boston branch of the Gormully & Jeffery Mfg. Co., and William Herrick, of Morgan & Wright. These men have formed a stock company and the Antiskale Process Brazing Co. to carry on a brazing business.

This discovery is said to do in half a minute what the old process did in half an hour and does away with filing altogether, leaving no skale or deposit of gases. It was accidentally discovered two years ago by Arthur Sidwell and has been in use for some time at the Union Cycle Co.'s factory in Highlandville, where it has been eminently satisfactory. Several of the larger manufacturers of the country have seen the process and its results.

None of the men interested will tell the smallest detail of the process, but they say that they will give an exhibition of the process and its working on Harrison Avenue in this city this week.

The company is officered as follows: Arthur Sidwell, president; Walter Measure, treasurer; Albert E. Schaf, secretary; William Herrick, general representative. The company has issued stationery and is commencing extensive operations.

FOWLER BUSINESS RUSHING.

A BEARINGS' representative dropped into the Hill Cycle Mfg. Co.'s factory one day this week. He had not been there for some months, and found himself utterly at sea on account of the changes that have been made. More room was added to the factory at the beginning of this season, and even this has not proved adequate to the demands for Fowlers. Frank T. Fowler took the scribe in hand, and first showed him the new offices of the company, where everything showed plainly enough that business was rushing. While the writer sat talking Mr. Fowler was obliged to tell one of the clerks to write several applicants for agencies that they could get no Fowlers this year. When the scribe expressed his surprise at this state of things Mr. Fowler said that old agents must be taken care of first, and then exhibited

Six Applications for 1896 Agencies.

Surely this is getting to the fore with a vengeance.

A visit to the factory showed that its capacity had been more than doubled and as this fact dawned on the scribe, workmen were preparing to put more machinery in place, machinery that is already ordered and on the way. Lathes, screw machines, drills, etc., set so close together that there is scarcely room for the workmen to move. Over head a network of belts almost hid the far end of the factory. Two shifts of hands are being worked, one shift working from 7 o'clock in the morning until 7:40 in the evening and the other coming on at 8 o'clock and working all night. In the matter of frames the factory is well ahead and the work now being done is mostly on small parts. Despite this fact Mr. Fowler was about to leave for Elwood

In Search of More Tubing,

determined not to be behind any more than he can help. J. W. McIndoe, of B. B. Emery of Boston, big Fowler agents, has been in the city the past week and has made arrangements for 3,000 Fowlers to be delivered within the next sixty days under a forfeit.

The retail store of the Hill company is doing as well as the factory, the only complaint being that the factory can not supply the machines fast enough. Already over 300 wheels have been sold and it is expected that 400 more will be sold within the next sixty days. Verily the energy back of the company, the splendid satisfaction that the Fowler has given, and the unique advertising methods of the firm have been appreciated.

Allerton's Chain Compound.

"Here's a lubricant that really deserves a fine write up," said our advertising fiend as he walked into the sanctum and laid a stick of lubricant and a cigar on the editor's desk.

The fiend is always enthusiastic over the articles that he brings into our den, but he seemed so earnest this time that we began to believe that he meant what he said. So we lit the cigar and proceeded to examine the lubricant. This lubricant is white instead of black, and the advertising man assured us that the compound, which is made by the Allerton Lubricant Co., 710 Old Colony Building, Chicago, keeps the chain bright as well as lubricated. It is made of the finest lubricating material, will not soil the clothes or hands, and is not affected by climatic changes. A sample is mailed to any address on receipt of 25 cents.

THE TRADE IN MEXICO.

CITY OF MEXICO, April 18.—The bicycle trade in Mexico is still in its infancy, but may be considered quite a lusty infant who is now in a fair way to take care of itself. Cycling has taken very well with the better classes in this republic, and a constantly increasing demand for bicycles may be expected from now on. The trade with Mexico, however, has its limitations, as of the eleven millions or more of inhabitants the country possesses, only a small portion, say about one million, or perhaps less, are of the class that may reasonably be expected to be reached by this trade.

There are at present five firms in this city who handle bicycles exclusively, and besides, both in this city and in the larger cities of the country, quite a number of firms engaged in the hardware business, who also handle bicycles in greater or less quantities. The bulk of the business, however, is done through the four regular cycle houses in this city, they having agencies established in the principal cities of the republic. A conservative estimate of the wheelmen in the country—other estimates made by parties who

Have No Means of Ascertaining the Facts,

to the contrary, notwithstanding—would be about as follows: City of Mexico, 1,000 to 1,200; Puebla, 400 to 500; Guadalajara, 400 to 500, and a comparatively smaller number in the cities of San Luis Potosi, Monterey, Durango and other cities of more or less importance. The demand, however, is a constantly increasing one, and with proper attention from the manufacturers and dealers in the United States this republic is a favorable field for extending their business in a fairly moderate way.

Until within the past year wheels of English manufacture were greatly preferred through a mistaken idea which affects all other American manufacturers (that anything English must necessarily be better than that produced in the United States), for which idea, in so far as regards bicycles, there was perhaps some reason, as the English wheels, until lately, were undoubtedly superior to those of American manufacture. But the Mexican is nothing if not adaptable, so when the manufacturers of the United States began producing lighter, more durable, and better designed cycles, trade in that direction began to look up. The trade with England may now be considered as a thing of the past, and it is only a matter of competition between the makers of the United States.

Until now, with very few exceptions, all American wheels imported have been strictly high grade—Stearns, Ramblers, Columbias, Victors, and Sterlings being the favorites.

The only English Wheel now Sold

in this market is the Humber, but I have learned that the dealer who has been handling it will drop it.

The great desideratum just now is a good, reliable, light, and up-to-date wheel of medium grade, which can be sold for much less than the highest grade wheels, which until now have been sold to the exclusion of all others. The introduction of such a wheel would stimulate the interest in cycling by enabling a great many people to purchase who are at present deterred on account of the excessive cost. Such a wheel would not interfere with the trade in high-class wheels in any way, and would result in largely extending the use of the wheel, both for business and pleasure.

On account of the excessively high premium on gold (currency in this country being entirely on a silver basis) the first cost of the wheel to the dealer is about double, in the currency of the country, of the amount it is billed to him at, and he then still has duties and expressage to pay on the goods. Exchange is at present at 90 per cent premium, but it has lately been as high as 105 per cent. The duties are 25 per kilo gross, and the duties and expressage on a single cycle, lightly packed, are about $25, Mexican. At this rate the dealer has to ask at least $200 for a high-grade wheel if sold for cash, while if the sale is on installments he ought to get, and does get, from $250 to $275.

The Maker who Contemplates Entering this Field

should always remember that all business here is conducted on European methods, and should lay his plans accordingly. The minutest instructions regarding packing, shipping, etc., should have scrupulous attention. The dealers here know what they want and how they want it, and the man who desires to get and hold their trade should pay attention to their wishes, even though, in some cases, they may appear absurd. When shipping by rail there is no necessity for a consular invoice, as all the railroad companies have agents who attend to making the proper custom-house declarations; but this must be attended to when shipment is made by vessel. In such cases a consular invoice, duly vised by the Mexican consul at the port of shipment, must be out. These hints apply to all shipments to this country, and should be carried out, as the slightest deviation may subject the consignee to heavy fines and perhaps worse. The careless manner in which these matters are attended to by American shippers may be considered the true reason why trade relations between the two countries are not of greater importance. Another point that it would be prudent to bring to the attention of American manufacturers who contemplate doing business in this country is that the European houses with whom

The Bulk of the Business of This Country is Done

give very long time; what would in fact be considered as excessive by American merchants. This peculiar condition of Mexican trade should always be taken into account.

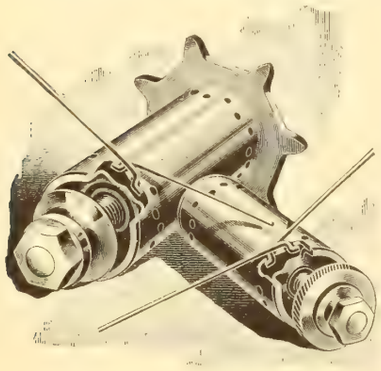
To sum up: While the use of the bicycle must necessarily be limited in this country, and can never be expected to assume the importance of the

trade in the United States or other foreign country, even proportionately, on account of the character of the great mass of the population; still a valuable and moderately important trade is being formed and it is to the interest of the manufacturers of the United States to stimulate and encourage it, with the absolute certainty of finding here a good outlet for a large part of the excess of production that is sure to result in the manufacture of bicycles in the United States.

When I say that they should encourage the trade, I mean that they should send their fast racing men to this country during the winter to ride at the race meets, they should endeavor to foment and encourage a cycle show every winter, and above all they should have some prominent man in the cycling circles and with some knowledge of the business and its conditions in this country, to furnish them the information that they may require.

THE CULLMAN TUBULAR HUB.

Barrel or tubular hubs have sprung into such prominence during the past few months, that we believe a description of what is admitted by many to be one of the best forms now known will be of great interest.



Otto Cullman, of Chicago, may claim to be a pioneer in this line, for early in '93 he invented and patented what is today the tubular hub. His hub is made of a simple piece of tubing without flanges or other projections, internal or external. This piece of tubing is the hub proper, and is perforated near each end with holes for the reception of the spokes; the inner tips of the spokes are made in a peculiar way, so that they can be inserted from the outside; that is, the tip is bent twice at right angles so that it is not enlarged at any point, and may be inserted into the hole from the outside; it is then turned so as to lie tangentially, as shown in the drawings, and maintains its position so firmly that a pull which would tear the spoke in two would not draw it out. The use of an absolutely straight, simple tube and the peculiar mode of attaching the spokes are the essential features of Mr. Cullman's invention. The advantages are self-evident; first and foremost it is one of the lightest and simplest forms of hub now known, the spokes are said to be stronger than headed spokes, and if broken can be replaced and adjusted in less than a minute from the outside without removing the wheel or disturbing the cones, nuts, or balls.

During the past season the Cullman hub was subjected to the most severe tests by some of the leading Chicago makers; the tests were so severe that in some cases the frames and the rims were bent and broken without having the slightest effect on the hubs or the spokes. These Cullman hubs will be used during the coming season by some of the leading makers on their special wheels.

QUAKERS LIKE TANDEMS.

PHILADELPHIA, April 20.—The demand for tandems in this city this year has been very large and from present indications it is highly probable that it will be larger than the supply. The Stearns, Union, Cleveland, Stormer, Rambler, Eclipse, Wilhelm, and Syracuse branches have had several orders for tandems, but in every instance the buyer has to wait for from three to eight weeks before having his order filled. The dealers claim that it is as much as the factories can do to turn out single machines fast enough; indeed one firm refused to take an order for "a bicycle built for two."

The Stearns agents, Weise & Bowen, even had to dispense with their sample wheel to supply a customer and now they are

Taking Orders With a Time Limit for Delivery

of not less than two weeks. The Cleveland tandem has not yet made its appearance. Manager Maloney says that it is due about May 1, but it will probably be a little later than that date. With the exception of the Wilhelm and Stormer all the different makes are bringing $150 and the purchaser invariably has to pay spot cash. The Wilhelm, made by the company of the same name at Hamburg, Pa., is selling for $125 and is a model of perfect workmanship and strength. The Stormer is put on the market by the Packer Cycle Co., of Reading, and is perhaps one of the best $100 tandems now selling.

Tandems are not the only wheels in demand, however, for since the invasion of the Globe quadruplet by the Mershon brothers, the local agents, the eyes of many cyclers have been watching it and the writer knows of several parties who are

Contemplating Getting one of These Machines.

The Supplee Hardware Co. is selling Syracuse wheels in large numbers at present and Manager Richwine says that he can't get the wheels here fast enough to fill orders. The Supplee company covers a big district with these wheels and it is said that nearly 1,000 have been disposed of by them thus far. All the models of the single machine are being shown at the store 524 Market Street. The tandem is expected in a week or so.

Abe Powell is doing a good business with the Triangle wheel on West Spring Garden Street since he took the agency a few weeks since. Mr. Powell, as official handicapper of this district, is very popular with the wheelmen and a

Big Boom is Predicted for the Triangle.

In addition to selling the Crescent and Victor wheels Garden & Brewster are doing a big business in athletic goods and sundries, most of which are made by the Overman Wheel Co. Riding costumes are also being made and at times the store at 835 Arch Street resembles a tailor shop, with "Pop" Brewster as the measurer.

H. D. LeCato, who is handling the Warwick wheel this year in addition to one of his own make called the Pennsylvania, says that business is booming out his way and that thus far he has had more orders than can be filled for some time to come. The Warwick tandem has arrived and will no doubt receive a large amount of patronage.

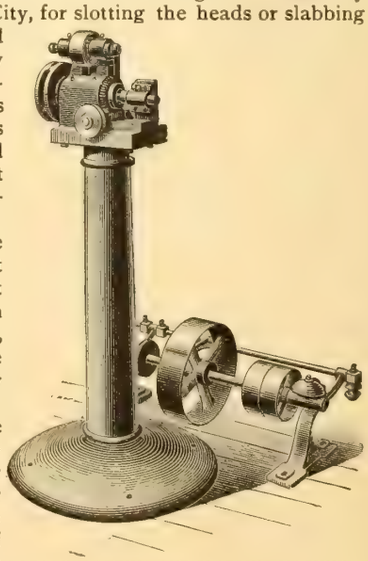
ARE WAITING FOR WHEELS.

KANSAS CITY, MO., April 22.—There is no abatement to the great rush for bicycles which commenced early in March, and all the dealers are doing a brisk trade. Business is confined, however, almost exclusively to men's wheels and these chiefly in high grades. A number of ladies' and a few children's wheels have been sold, but it is rather early in the season for the ladies, and the demand for the juvenile wheels will not commence until the schools close for the holidays. Business in sundries is very large and much work has gone to the repair men on account of tire troubles. Almost every train from the east brings express consignments of bicycles, and back orders have been greatly reduced in the past week; still there are probably two hundred persons in the city waiting for machines. C. H. Rebensheid & Son, agents for the Stearns and Humber, are particularly unfortunate as regards delay in filling orders. Stearn Specials ordered two months ago have not yet been received. The express companies are reaping a rich harvest from the bicycle business; but, on the other hand, the livery stable keepers and feed men say their business is being ruined by the craze for cycling. Carriage and buggy houses have suffered correspondingly and some of them have gone into the bicycle trade to even up their sales. The Henney Buggy Co. has the Phoenix; the Columbus Buggy Co. the National America, and Columbus; the Gille Hardware Co. (large buggy and carriage makers) the Belvidere. The last named wheel has been christened the Golden Clipper by the Gille company. The Hutchinson & Wing Co., a new agency, has the Victor.

One of the busiest firms in the city is the Aladdin Bicycle Co., agent for the Remington, Czar, and Halladay-Temple. Basing his estimate on last year's sales, Manager Clark placed an order for thirty Remingtons for 1895. The firm has, up to this date, sold over 100 wheels of this pattern alone, while other makes have not been neglected. The Midland Cycle Co. is also doing a large business. The Thistle appears to be the leading and most popular wheel, and the Falcon runs very closely to it. This company does a jobbing business in Falcons and medium grades, and has three traveling men on the road.

ROTARY SLOTTING AND SLABBING MACHINE.

In the accompanying cut we illustrate a machine designed and built by the Garvin Machine Co., New York City, for slotting the heads or slabbing the flats on bicycle spoke nipples, and slotting small screw heads, or any similar work within range of its capacity. The spindle at the top carries the slotting saw or straddle mills, as the work may require, on its left hand end, and receives its motion by belt directly from the countershaft overhead.



ROTARY SLOTTING AND SLABBING MACHINE.

The pieces to be operated upon are carried in suitable jaws, arranged at intervals between the disks shown at the left. These disks are revolved in unison by the worm and gear shown, and by an ingenious arrangement are caused to close and open automatically as they revolve.

The work is inserted between the jaws on the upward half of the revolution, and as it approaches the cutter the disks press more closely together holding the work securely while the cutting is done. On the lower half of the revolution they automatically open, allowing the work to drop out. On nipple work the machine is run at such a speed as to finish a nipple about every three seconds, or from ten to twelve thousand per day. This speed can be increased to suit the work being done.

TRADE NEWS FROM TEXAS.

DALLAS, TEX., April 20.—The quietude in bicycle trade circles in Galveston has long been a topic for discussion, and it was openly stated on all hands that from a bicycle standpoint Galveston was about the deadest point in the whole state. But things are not what they used to be. When the traveler embarks from the train and starts up the principal street of the city, Tremont, he has to run a regular blockade of bicycle stores, a veritable cycle row. First it's Stewart's, then Corteniz & Lufkin's, just across the street the Galveston Cycle Co., and then just around the corner the pioneer in the Galveston trade, E. Dulitz, has opened up a bicycle store separate from his large furniture store.

Why this wonderful change? To the salesman who has visited Galveston in past seasons, and who reads this, it will sound like a fairy tale but the credit is all due to W. F. Stewart. He bought out Victor Corteniz's large sporting goods house, paying quite a handsome sum in cash therefor, and still having a few thousand to spare, and seeing no one in the cycle trade to any extent, he

Decided to Put His Money in Bicycles.

When Mr. Stewart made it so plain that there could be bicycles sold in Galveston, if the business was started off in the right manner, it did not take the rest of the trade long to get in line, and the result will likely be that Galveston will be among the first in point of number of sales. Tandems are taking a decided hold, particularly for the rent business.

W. F. STEWART: Mr. Stewart's leader is the Remington, by which wheel he is willing to swear. In addition to this he also handles the Eclipse, Czar, Featherstone, Yost, and the Sterling and Avery through the Avery Planter Co., of Kansas City. Mr. Stewart is certainly one of the nerviest men in the Texas trade, and as he has the money to back up his nerve, of course he is justly entitled to it.

H. L. GIBSON: This gentleman has charge of the bicycle department for the new sporting goods firm of Corteniz & Lufkin; in fact he has purchased their cycle department. The Stearns is his leader, but he also handles Fowlers and Monarchs. From the number of Stearns wheels to be seen on the street it is quite evident that Mr. Gibson is

Doing His Work well for the Yellow Fellow.

He also handles the Odell tyrewriter for the state of Texas.

THE GALVESTON CYCLE CO.: Labadie Bros. are proprietors of the Galveston Cycle Co. Their evident intention is to get every available rider on a Waverley, but they are out to please, and handle also the Union, Luminum, and expect to manufacture a line of wheels under their own brand. For these wheels they will buy the fittings from the Snell company, and do their own assembling. Evidently the much-talked-of tube famine has no terrors for them. This firm is also on Tremont Street, now nicknamed Cycle Row.

E. DULITZ: The oldest firm in the Galveston trade, in fact one of the oldest firms in the state handling bicycles, is E. Dulitz. The cycle department is now separate from the furniture store and E. Dulitz, Jr., is in charge. The Rambler and Crescent are the wheels handled, and Mr. Dulitz has so far this season increased his business at least 100 per cent over previous years, all of which goes to show that he is not being lost in the shuffle.



While the competition in Galveston is quite brisk, a warm feeling exists, and the dealers seem to be on a general good footing. They are all conservative business men, and as such can always be counted to adhere to strict business principles.

San Antonio.

From a trade standpoint, San Antonio is not only holding her own, but getting quite a lead on some of the Texas cities which used to be considered quite close competitors. Doubtless there has been a larger and more satisfactory trade in wheels in the Alamo City so far this season, than in any other point in the state. While there are a large number of firms in the trade, the competition seems to be of a perfectly legitimate order, and a cordial friendship exists among the trade.

I do not think there is any other business in San Antonio that has enjoyed the same prosperity, so far this year, as has been experienced in the bicycle trade, and as a result most of the dealers are perfectly well satisfied with their trade and future prospects.

W. E. ROACH: Notwithstanding the fact that Mr. Roach makes somewhat of a change in his lines handled every season, the new one taken on always appears to be for the better, as the trade with him seems to be always on the increase.

This Year Finds Him with a Complete Change.

Stearns and Waverleys are now the wheels on which he bases his calculations, and his trade on Waverleys has been quite phenomenal. Evidently the $85 price has caught on with decided force. The Stearns is a late acquisition with Mr. Roach, but he has already gotten out a few of them. Mr. Roach has lately moved into new and much more commodious quarters, and the change has given him a very neat store.

FRANCE & THIELE: Among the old standbys of the Texas trade no firm is better known than France & Thiele. They have been agents for Ramblers and Columbias ever since the oldest inhabitant can remember, and are quite strong examples of the claim made by the G. & J. people that "once a Rambler agent, always a Rambler agent." This year, as in the past, they swear by Ramblers and G. & J. tires. Their trade on Ramblers this year has been very much in excess of previous years to the same date, and the prospects are very much brighter. A number of new Columbias have also been placed, and their trade on Western Wheel Works wheels seems to keep up remarkably well.

One thing is noticed in the trade here that is at least very rare for a point the size of San Antonio.

There are two Distinct Rambler Agencies,

two places where Ramblers can be bought. At the beginning of the season R. H. Hofheinz—the big Texas racing man, whose home is in San Antonio, where he together with his brother are the proprietors of a large hardware store—decided to add a line of wheels to their hardware business. Mr. Hofheinz was an ardent Rambler admirer and had decided to race on a Rambler in 1895, and there came the rub. The Rambler was already represented, and as it would not look very nice to race on one make of wheel and sell another, a plan was finally arranged so that it would be mutually pleasant for Hofheinz to put in a stock of Ramblers, be the star rider and manager of the San Antonio Rambler team, and so it stands. Great things are expected from the San Antonio Rambler team on the Texas circuit and at southern race meets. The entire credit for the organization of this team is due to Mr. Hofheinz and Mr. Thiele, of the firm of France & Thiele, as the factory have done nothing whatever to assist them.

There will doubtless be teams gotten up by other members of the San Antonio trade, and racing will receive a good send-off at this point.

KYPFER & SENG: This firm are extensive dealers in stationery, doing a wholesale business in this line. This is

Their First Season in the Cycle Trade,

but they started out right, and they will have no regrets at the end of the season. For a new firm they have shown a push and enterprise that is decidedly commendable. At the start they made a wise selection in the manager of their cycle department, when they put Jacob Waelder in charge. He not only knows his business as a cycle salesman, but he knew every good talking point of the wheel they put in for a leader, viz., the Victor; and Victors are getting right to the front as fast as the most fastidious could want. In addition to the Victor the firm handles the Falcon.

THE TEXAS CYCLE WORKS: This is the title of a new firm which is just opening up for business. The intention at first was to establish at Houston; but through the advice of "Pop" Field, the Sterling representative, who took a decided liking to San Antonio, the management were induced to open up here. The firm expects to handle for a leader the Munger, but states also that it has orders in for a line of Wilhelms. San Antonio was pretty well covered, and has perhaps now a little too much cycle store, but the next six months will work out its own solution of this matter. The Texas Cycle Works is a branch of a firm established at San Jose, Cal., or rather established simultaneously with one at that point. The manager of the concern at this point states that both firms

Are Backed by "Northern Capitalists,"

and that in addition to the two stores already started, others will be opened up at various points. R. F. Seemann is the San Antonio manager.

ROBERT SCHMERBECK: This gentleman conducts a cutlery establishment, to which is added a miscellaneous line. Last season, and so far this year, bicycles composed one department in the business, but Mr. Schmerbeck states that the bicycle business has not been a satisfactory one and that this line will be dropped.

ENGLISH TRADE NOTES.

LONDON, April 6.—I have just returned from a flying visit to Coventry, and while there I was pleased to note that the prospects for the year's trading are very good, better indeed than they have been for some seasons past. Most of the larger firms report excellent business, and Mr. Mushing, of the Centaur Co., informed me that last week he received orders for no less than 400 King of Scorchers safeties, which pattern is only one of the numerous types turned out by the company. Messrs. Humber & Co.'s Coventry factory is also very busy, and Walter Phillips tells me that over time has been the order of the day for some considerable time past. I am pleased to see that the trade is now returning to Coventry; evidently the manufacturers in the City of the Three Spires have made up their minds to advance, and by greatly improving their designs have brought back business which was, under the old regime, slowly but surely drifting away from home.

As I before remarked, wood rims are likely to be largely tried this

season, but from many inquiries which I have made I gather that the general consensus of opinion seems to be that these felloes are not suitable for tires of the Dunlop type. For Palmer and other tires of similar pattern the opinion is that the

Wood Rims will Answer as well as Steel Ones,

although few people seem to think that they will be any better. Any way there are any amount of them at present in the market, and a considerable number of the best machines are being fitted with them, so that the coming season should settle the question.

Mr. Mushing informed me during my visit to Coventry that the Centaur Co. is sending a great many of its machines to America, over 2,000 having been dispatched this year, and numberless orders being still unexecuted. While I was at the works a telegram came from an American agent, of Springfield, ordering 300 more Centaurs at once. I believe that the new pattern bearings fitted by the company are by far the best pattern yet made, and I am pleased to see that their merits have been recognized in your country.

The Coventry Machinists' Co., Ltd., is really overrun with work, and Mr. Bale informed me that it is utterly unable to cope with the numerous large orders sent in daily. Of course the new arrangements in the management of the old firm have necessarily placed it behindhand to a certain extent, but no effort is being spared to meet the demand for the new pattern Swifts, and Mr. Bale hopes to be able to supply, within a reasonable time of the receipt of orders, at no distant date.

Mr. Larrette, of the *Athletic News*, seems to be one of the few individuals who have derived any benefit from the spring gear-wheel. As a rule I put some faith in his opinions, but in this case I think he is mistaken. It will be remembered that he praised the Boudard gear for a time, and then—well, then he didn't. I fancy that he will soon find that the spring chain-wheel is not quite so good as he at present thinks. I have questioned a good many people who have tried the wheel, and not one has said anything in its favor. My own personal experience is also against it. I fancy that the whole boom is simply another case of running a thing in the face of mechanical principles simply for the interests of company promoters.

Many People in the Midlands

who should be in a position to know, state with a certain amount of assurance that the hint which I gave last week in respect to D. W. Bassett's resignation from the position of works manager of Humber & Co.'s Beeston factory is not out of season, and the general opinion seems to be that although Mr. Bassett has left Beeston he has by no means severed his connection with the old firm. It will be remembered that a rumor was circulated some time ago to the effect that Humber & Co. and the Raleigh Cycle Co. had amalgamated, which rumor went uncontradicted for a long time. Nothing official has yet transpired with reference to the recent changes at Nottingham.

In spite of recent booming, the shares of the Beeston Tire Co. are as low as 30 cents, and there are no buyers even at that. Perhaps the appointment of a general manager at a salary of $5,000 per annum is not calculated to make the shares rise. Some people are so particular about things!

I notice that one or two firms, notably J. K Starley & Co., are adopting spokes swaged down in the center after the fashion of those manufactured by the Union company, of your country, on some of their machines. I believe that these spokes are being made by a firm at Redditch. Those which I saw on the Rovers were of eighteen gauge with fourteen gauge ends. The Centaur Co. is also using some very nice spokes constructed of piano wire, and annealed at each end, which allows of a smaller gauge being used without risk of breaking at the hub flanges or at the threaded ends. These spokes also fit remarkably close to the hubs, and next to the Union system I like them as well as any I have yet seen.

WILL O' THE WISP.

CYCLE BOARD OF TRADE BULLETIN.

Now that national cycle shows in the west and east have become annual fixtures, sanctioned by the Cycle Board of Trade, great importance attaches to exhibitions of bicycles at shows not held under the auspices of the board of trade. When it was announced that sporting goods dealers who handle bicycles would be allowed to exhibit bicycles at the forthcoming sportsmen's exhibition to be held in Madison Square Garden in New York, in May, the executive committee of the Cycle Board of Trade, having in view the signed agreement of over ninety prominent manufacturers and dealers in bicycles agreeing not to exhibit except at shows held under sanction of the board of trade, called a meeting in New York for April 2, and appointed a special committee to confer with the new Sportsmen's Association to see if amicable arrangements could not be made to prevent showing bicycles in the Madison Square Garden at their show. This special committee has just reported to our home office of the board of trade that the trustees of the Sportsmen's Association had adopted the following resolution:

"At the request of the executive committee of the National Board of Trade of Cycle Manufacturers no exhibitor will be permitted to exhibit bicycles or parts of bicycles as a part of their exhibition. It is the impression that the Cycle Board of Trade will take reciprocal action and prevent the exhibition of sporting goods at their cycle show."

The National Cycle Board of Trade is now at work trying to formulate some comprehensive scheme covering the recovery of stolen bicycles and expects to have such scheme in shape to present to the meeting of the board of directors which is to be held early in May. If anybody has any plans or suggestions to make on this subject the board of trade will be pleased to receive such suggestions. A bill was recently before the Illinois house which proposed that manufacturers and repairers should be licensed and should report to the police daily on wheels handled by them for repairs. After a conference between the promoters of the bill and representatives of the board of trade, it was decided to withdraw the bill.

There will be a meeting of the board of directors of the Cycle Board of Trade and of the executive committee about May 7. The meeting will be held at the home office, Vanderbilt Building, Nassau Street, New York.

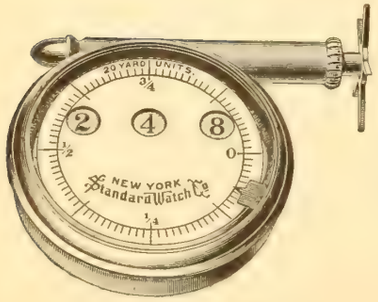
An open=for=all Prize.

We want to spur every missionary effort that is making for the betterment of the public roads—which means increased pleasure for every wheelman in the delights of cycling. We want to encourage the long-distance ride.

We shall put into the hands of the L. A. W.

A Solid Gold "Standard" Cyclometer

to be given as a prize to the wheelman covering the greatest number of miles in the season of 1895, on American roads. We invite suggestions from wheelmen from all sections of the country as to how, and by whom, the prize should be awarded; and we will announce later this concensus of opinion which will determine the manner of the award. It is required that the distance must be recorded on a "Standard" Cyclometer, to insure absolute accuracy of the mileage record.



Two-thirds Size.

The prize will be Solid Gold, artistically decorated and ornamented, with the winner's name beautifully wrought into the enameled dial. No expense will be spared in the production of a prize that will be the finest exemplification of the Art Beautiful.

The New York Standard Watch Co.,

11 John St., New York.

103 State St., Chicago.

Pacific Coast Agents:
POPE MANUFACTURING CO., 344 Post St., San Francisco.
OVERMAN WHEEL CO., Larkin and McAllister Sts., San Francisco.

CYCLING IN WASHINGTON.

Bicycles of all Sorts and Descriptions Crowd the Well-Paved Thoroughfares—Some of the Dealers.

WASHINGTON, D. C., April 22.—This certainly is the greatest city for cycling in the entire United States. Every street of any importance, and hundreds of others that compare with the tenement district of New York or South Clark and Polk streets in Chicago, is paved magnificently with asphalt that fairly glistens in the sunlight during the day and resembles a roller skating rink surface under the glare of the electric lights at night.

Bicycles of every known make and pattern, dating back as far as 1878, are to be seen daily upon the thoroughfares, the riders of the old-time iron-tired boneshakers seeming to find as much enjoyment in their machine as the gold-costumed and up-to-date cyclist mounted on his 1895 model high-grade wheel. Probably 60 per cent of the entire resident population of Washington ride, and five out of every ten of the continuously arriving visitors bring their wheels with them, having heard of the

Splendid Facilities Offered for Enjoyable Cycling.

In one day's observation and by actual note the following different patterns of bicycles were seen on Pennsylvania Avenue, the main thoroughfare of the city: First of all there were as many good old ordinaries as the average town anywhere in the United States could boast of during 1885 and 1886; then fully half a dozen Stars were pumped along; none of these riders, however, wore the cyclists' regulation costume. The sight of these cumbersome Stars, which once promised to revolutionize the sport, involuntarily brought back to the writer's mind thoughts of George Weber, the Smithville, N. J., racing man, long ago departed to the great unknown region; Cola Stone, as he finished first in the memorable Big Four century road race at Buffalo, back in 1883; Harry Hall, when he was considered invincible as a racing man; Charley Kluge, Charley Frazier, and last A. A. Zimmerman, whose powerful, long, lazy stroke first placed him in the position which he has so admirably upheld and defended,

Champion Cyclist of the World.

A few Springfield roadsters in daily use here have strips of tire torn off, in some cases fully six inches long, but their riders never appear to mind that in the least. Coupled with the Springfield roadster type come recollections of J. Fred Midgeley and W. E. McCune, the team riding that machine in 1888. Midgeley has long since joined the great majority, while McCune, the originator of loud track robes, is occupied with his father in manufacturing cycles in Massachusetts.

Eagle ordinaries, which may recall themselves to the old brigade, are not at all uncommon here, nor are kangaroos; and even bronchos—which, alas, did not seem to reach expectations or claims and soon passed from sight—pass hither and thither occasionally without attracting anything more than a fleeting thought.

Two-wheeled wooden, iron-tired boneshakers are used by two or three gray-haired men, totally unmindful of the comparison they bear (or fail to bear) to

The Featherweight Beauties of Today.

Coming down to safeties, one can not count the solid tired Columbias, Ramblers, and Victors that are ridden. In up to date machines these same makes of this year's pattern seem to have the call, although Yellow Fellows, Unions, Spaldings, and Hartfords are by no means scarce.

Regarding the class of riders, every class is well represented. Members of the various legations and their families, cabinet members' children, the president's daughter Ruth, business men, department clerks, physicians, and whatever other lines there may be. Chinese ride solid tired machines with huge baskets strapped to the handle-bars, in which laundry is collected and delivered. Ladies going to market in the early morning are familiar sights, their market basket fastened in a convenient place on the wheel. Negroes of all grades, shades, and conditions in life glide lazily along, invariably on the sunny side of the street, generally whistling as though their lives depended on the loudness of their harmony(?), with head thrown back

Gazing Soulfully into the Sky,

and not infrequently all but sound asleep in contented happiness.

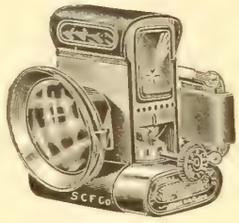
And in this entire city there is not a cycle publication of any description, or do the daily papers give cycling any more space than though it were the most natural thing in the world, and just as common as day and night.

The various high-grade wheels have well established agencies or branches in Washington, prominent among which might be named the following:

Some of the Dealers.

The District Cycle Co., 452 Pennsylvania Avenue, is the sole agent for Columbia and Hartford lines here. Its store is undoubtedly the leading one of the city, Columbias having made for themselves a firm footing among Washingtonians. J. Hart Brittain manages the District Cycle Co., and says: "Sales are simply tremendous. We can't get enough wheels to fill our orders. Had we the bicycles, our sales would honestly average twenty-five daily. Mr. Brittain is an old-time Philadelphian, a member of the Century Wheelmen of that town, and one of the best known and popular business men in Washington. W. F. Sims, the racing man, who has been signed on the Columbia team this year with Bald and Macdonald, is employed in the store, but will begin active training next Wednesday at Baltimore.

IF YOU WANT A CHEAP BICYCLE OR TANDEM YOU WILL NOT BUY AN EAGLE
WE MAKE ONLY THE BEST
THE EAGLE BICYCLE M'F'G. CO.
TORRINGTON, CONN.



WE SELL MORE

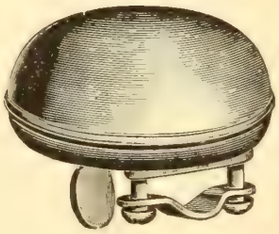
BICYCLE SUNDRIES

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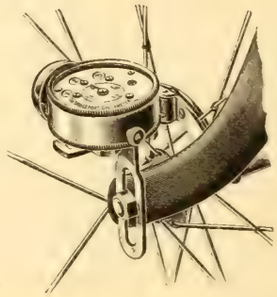
FIRM IN THE WORLD.

SEND

FOR CAT. A.



THORSEN & CASSADY CO.



141-143 WABASH AVE.,

CHICAGO.

ANDRAE BICYCLES

NEVER DISAPPOINT.

THERE IS BUT ONE GRADE OF ANDRAE BICYCLES.

When you get that you get the best that can be made. There is no substitute for it. There are no subaltern grades to bait the fancy of some buyers who can't be quite convinced of the wisdom of the old saying "the best is the cheapest."

It is simply inviting disaster to deprive yourself of that which it is a real economy to possess.

JULIUS ANDRAE & SONS CO.,

225 West Water Street,
MILWAUKEE.

His home is here, where he lives with his parents. This concern was originally established by Geo. S. Atwater about ten or twelve years ago, but not until 1892 was the name changed to the District Cycle Co.

In addition to the spacious salesrooms, a well appointed riding school is to be found on the second floor, large rental department in the rear on the ground floor, as is the repair shop, etc. Installment business is one of the features of this place.

Cline Bros.' Establishment.

Cline Bros., 909 Pennsylvania Avenue, handl e Victors and Waverleys. They make the former their leader, however, and say that Victor wheels are popular in Washington. A full line of Crawford bicycles is likewise carried by Cline Bros., who have a large branch house in Baltimore, at 304 West Baltimore Street. Wm. Cline, Jr., manages the Washington store, which was located in its present quarters about April 1. Overman sporting goods of every description are carried in stock by Cline Bros., as are athletic goods of all kinds and grades. Upstairs are repair and storage rooms, baking ovens, and every known contrivance convenient to the cycle mechanic.

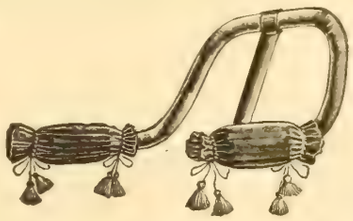
The Rambler Agency.

Last week a minstrel company, somewhat on the cheap order, played here and made it a point to parade every evening just before the performance began, the members of said company wearing plush ulsters and white silk hats in their procession, followed by a brass band, plenty of red fire and calcium lights. It took W. T. Robertson & Co., the Rambler sub-agents here, just one day to figure out an excellent means of advertising Gormully & Jeffery's celebrated wheels. So on Tuesday night and every evening thereafter, as the procession marched down Pennsylvania Avenue and up other asphalted streets, just ahead of the parade's leaders were to be seen a group of about twenty riders on the copper rims of the Rambler wheel. In the midst of this crowd of wheelmen, Henry Cramer, em ployed by Mr. Robertson, rode high up on a twelve-foot giraffe machine of Robertson's special build. A clever device attached to the extreme top cross-bar of the wheel told all observers where the Rambler people held forth in Washington, and to state that the effect of the red fire and calcium lights, not to speak of the brilliant electric lamps that make this city as light as day after dark, was at least noticeable, not to say weird and impressive, would be putting it mildly. About once every block (or square as they call it here), the rider of the giraffe would cleverly manipulate the wheel and do as good a stand-still act as Maltby ever dreamed of. All in all, the wheels, minstrels, music, and illumination were as good as a circus. Mr. Robertson makes a special $100 wheel which he calls the Elk, that seems to have caught on well.

He also has applied for a patent on a frame which will certainly become an important factor in the onward march of bicycle improvements. It is nothing other than a convertible frame, the top bar of a diamond frame being detachable, and can be placed in position *a la* ladies' drop-bar style. The idea is an excellent one and promises to well reward its inventor for his ingenuity. Robertson's place is located at 429 Tenth Street, N. W.,

Covers for Cork Handles.

A. U. Betts & Co. are out with an addition to their line of Red Cross sundries. It is a cover for a cork grip. If you are a dealer you will appreciate this. The first thing a customer does when examining a new wheel is to grasp the handle. If the handle is dusty and his hand moist with perspiration, you immediately have a soiled handle. This difficulty can be readily overcome by simply placing on your wheel while it sets in stock a pair of red cross handle covers. They are very neat and serviceable, being made of fine rubber cloth, crimped, and fastened with silk cords, and add wonderfully to the appearance of the wheel. Being made of rubber they of course protect the handles from moisture, and can be readily cleaned when soiled. The red cross handle covers do away with the necessity of wrapping the cork handles in paper or unsightly cloths, which always detract instead of adding to the appearance of the wheel.



Morgan & Wright, Publishers.

Morgan & Wright, Chicago, are about to begin the publication of a beautifully illustrated weekly magazine called "Wheel Talk." Dealers and repair men whose addresses are not already upon Morgan & Wright's mail list are invited to communicate with the firm.

E. C. Stearns & Co.'s factory has been visited this week by C. E. Patterson, of the firm of Allen & Patterson, Los Angeles, Cal., who control the sale of the Stearns for southern California; F. A. Knight, of the firm of Knight & Atmore, agents for the Stearns at Denver, Colo.; Alfred Ely, of the firm of Alfred Ely & Co., who handle the Yellow Fellow at Baltimore, Md.; A. L. Withers, of the A. L. Withers Cycle Co., who are representatives for the Stearns at Paterson, N. J., and O. W. Swift, for the Stearns at Danbury, Conn. The gentlemen all report a brilliant cycling season and only regret that they can not get Stearns wheels enough to supply their trade.

HAVE YOU DOUBTS?

If so, go to your scientific or mechanical friend and get his opinion. We give the following clipping from a well known New York daily:



Within the last week, a cyclist, having heard so much of the cycloidal sprocket of the Tribune wheel, made up his mind to find out the benefits to be derived from its use over other sprockets, and asked for information of one of the professors in a well-known scientific institution in this vicinity, and was told that for the purpose of reducing friction and for ease of running it was the thing desired, the right thing in the right place; that from a scientific standpoint it surpassed all other sprockets. The foregoing can be verified by James S. Henderson, 165 Greenwich Street, New York.—Ex.

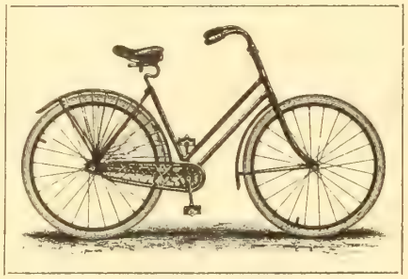
The cycloidal sprocket is unquestionably an advance in the art of making sprocket wheels, and those who wish to lead the procession will do well to investigate its merits. Write for catalogue.

THE BLACK MFG. CO., ERIE, PA.

Mention The Bearings

CRESCENT BICYCLES

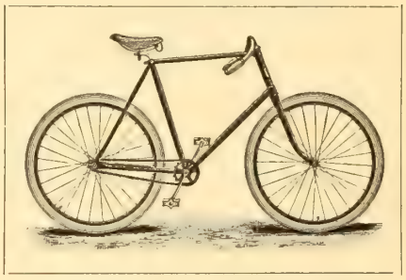
SKY-HIGH.



Crescent No. 3. 21 lbs. M. & W. or Hartford tires. Lightest and best small wheel ever built.

We here show our 24-inch wheels listing at

$40.



Crescent No. 6. 23 lbs. M. & W. or Hartford tires. This little beauty speaks for itself.

FOURTEEN OTHER MODELS IN OUR COMPLETE LINE.

$15 to $90.

Descriptive Catalogue Free.

WESTERN WHEEL WORKS

CHICAGO, NEW YORK.

Mention The Bearings

O. C. Tires
I. C. "
G. & J. "
Crescent "
} First Quality Only. Quality Will Tell.

How is this for a test? 10,000 miles on a rough road carrying a load of 300 pounds, and the fabric unharmed. All of the above styles will stand it.

Prices Right. Agents Wanted.

GENERAL AGENTS:

M. & M. W. Co., Chicago
(repair punctures free).
H. S. B. & Co., Chicago.
Goodyear Rubber Co., N. Y.

Mention The Bearings

TRADE HAPPENINGS.

JAMESTOWN, N. Y.—The Combination Cycle Co., incorporated by D. H. Horsett, of Jamestown; Russell J. Stright, of Bradford, Pa.; Wm. H. Bentley, of New York City, to deal in cycles of all kinds Capital stock, $150,000.

SYRACUSE, N. Y.—The Eclipse Bicycle Co's. new store has been opened at 419 Clinton Street, with George Houck and George H. Lloyd as managers.

PITTSBURG, PA.—The Weldless Steel Tube Co. has been incorporated, to manufacture weldless tubing. Capital stock, $250,000. The company will control the process patented by George H. Everson, of Pittsburg.

MARION, IND.—Allen & Halliday, bicycles, new firm succeeding C. O. Allen, Jr.

PATERSON, N. J.—The Bredder Allen Cycle Mfg. Co. contemplates extending business and is making efforts to secure additional capital for that purpose. The company report more orders than it can handle.

ROCK ISLAND, ILL.—M. O. Griswold & Co., bicycles, have opened a bicycle repairing department.

ROCHESTER, N. Y.—E. C. Stearns & Co. report active demand for their bicycles, their factory running night and day. They have found it necessary to stop appointing agents.

DOVER, N. H.—J. L. McKone, bicycles, new store opened.

NEW YORK, N. Y.—The Anglo-American Cycle Fittings Co., at 213 Pearl Street, will remove to larger quarters, 105-107 Chambers Street, in the Carey Building. They are importers and exporters and manufacturers of safety bicycle chain and cycling accessories.

ROCHESTER, N. Y.—Rochester Cycle Co., at 73-75 South St. Paul Street, had a fire recently; loss to factory, $7,000; $4,000 being upon the building, covered by insurance, and $3,000 upon the stock. Manufacturing will be resumed as soon as losses can be adjusted. The company states that there will be no delay in deliveries.

ELYRIA, OHIO.—Elyria Hardware Co., has been incorporated with a capital stock of $15,000. Will take up bicycles.

NEEDHAM, MASS.—Union Cycle Mfg. Co. has filed the following annual statement: Fixed capital, $30,000. Assets—Machinery, $35,236; cash and debts receivable, $31,984; manufactures and merchandise, $20,122; total, $87,392. Liabilities—Capital stock, $30,000; debts, $34,125; resources for depreciation, $23,267; total, $87,392.

DYERSBURG, TENN.—Walker Bros. & Co., vehicles and implements, preparing to take up bicycles. Correspondence invited with manufacturers of bicycles and bicycle sundries.

BAY CITY, MICH.—Martin & Cheever, hardware, new store opened. Will add bicycles.

LONGPORT, N. J.—Coty Hardware Co. has been incorporated to continue the business of Julius Coty and Richard R. Albertson. Correspondence with bicycle and bicycle manufacturers invited.

CAINESVILLE, FLA.—E. Baird & Co., wholesale and retail hardware, preparing to add bicycle department. Correspondence with manufacturers of bicycles and bicycle sundries solicited.

MIDDLETOWN, PA.—Hoff & Raymond, wholesale and retail hardware, opening new store, will take up bicycles.

BURLINGTON, N. C.—J. W. & W. W. Lasley, general merchandise, solicit propositions from manufacturers of bicycles.

TRADE NOTES.

The Emerson gore bicycle shoe, which is illustrated in the advertisement of the makers, R. B. Grover & Co., of Brockton, Mass., is made of a combination of lacing with an elastic cloth gore set into the side, thus allowing firmness and at the same time sufficient elasticity to allow perfectly free action of the ankle joints and muscles. The shoe also is made with a very flexible shank, which is a decided advantage to the cycler. The idea conveyed is one of ease and comfort and should make the shoe a good seller. The material of the shoe is of the best quality, both as regards uppers and bottom stock. Bicycle riders can obtain them direct from the factory by writing R. B. Grover & Co., of Brockton, Mass., and mentioning THE BEARINGS.

Last week we received samples of the felt bicycle handles made by the Felt Saddle Pad Co., of Fredonia, N. Y. A member of the staff put them on his wheel and gave them a test last Sunday. He found them light and cool and devoid of that unpleasant sticky feeling. They are absorbent in the hottest of weather. The grips are made in any color.

"Zimmerman Abroad and Points on Training," by J. M. Erwin and A. A. Zimmerman, will be ready for distribution this month. On sale by newsdealers and at all cycling headquarters. Sent postpaid on receipt of 50 cents directed to J. M. Erwin, Room 906, 218 La Salle St., Chicago.* * *

The poster of the Shirk Mfg. Co. in last week's BEARINGS is one of the most attractive of its kind. Its rich coloring and grotesque design make it a favorite and the faddists have been after it to add to their collections. Bicycle posters are a novelty that take well.

The Dodson Mfg. Co., 233 East Randolph Street, Chicago, has a new aluminum lamp bracket that made its bow last week. It weighs half an ounce and fits either the fork or head. It is lined with velvet so that it will not scratch the enamel. Price, 75 cents.

The great demand for wheels throughout Ohio, Indiana, and Michigan has forced Geo Hilsendegen, of Detroit, to go to the factories for more machines. He secured 200 at Toledo, and is now in Cleveland after more.

Morgan & Wright write that the note about their *edition de luxe* catalogue is bringing requests from all parts of the country. They wish to say that these catalogues are only sent to personal friends of the firm.

The John J. Griffiths Cycle Corporation has taken the agency for all Ireland and Scotland for Columbias, and has placed models of the machine at all its depots.

E. C. Stearns & Co. have issued a very handsome colored lithograph, representing a wheelman showing a Yellow Fellow to several pretty girls at the seashore.

Hales & Anderson, Chicago agents for the Ariel and Wolff-American, received a Wolff Duplex and an Ariel tandem last week. These machines created quite a furore on the Row.

The catalogue of the Chicago Tip & Tire Co. contains full descriptions of the lines of goods carried by this firm. It is an encyclopedia on a small scale.

While

Postal cards and

Two-cent postage stamps

Are selling at the

Present low rates

there is no very good reason why any live agent should not secure quotations on such high-class money makers as the Elmore and Ixion Bicycles.

Place the stamp on any corner you desire, but to secure the quotations the envelope should be addressed thus:

Edw. Oliver & Co.,
21 Park Row,
New York.

Mention The Bearings

TRADE NOTES.

Eddie Bald rode a Columbia road wheel when he broke the competition records at San Jose.

The West Side Auction House is again selling bicycles at auction, recently having received several car loads.

M. C. Watson has resigned his position with the Diamond Rubber Co. to go into the steel business in New York.

Harry T. Dekker, of St. Louis, is pushing Noxall cement. He reports a splendid business in this liquid cement for either wood or steel rims.

The A. L. Withers Cycle Co., of Paterson, N. J., are hustling cycle agents, as the fact that they have already sold nearly 200 '95 wheels will testify.

James Levy, he of Mexican fame, has signed with the Monarch Cycle Co. and will ride a Monarch this year. Levy will be located at the retail store in Chicago.

The Jenkins Mfg. Co. has sold 300 Napoleons this season without sending out a traveling man and with but one sample machine. The first Napoleons will be out this week.

Frank A. Padgett, who has been traveling on the road for E. B. Preston & Co., has left that concern and is now with the Jenkins Mfg. Co. as superintendent of agencies.

William Martin, the professional, has been engaged by E. C. Stearns & Co. to ride the Stearns in Paris. Martin will leave this month for France, and begin training at once.

H. S. Peterson & Co., 112 Clark Street, Chicago, has a very superior bicycle skirt holder which holds the skirt in position so that it can not creep or blow up. Miss Peterson, the inventor of the device, is a well-known century rider.

The Palmer Tire Co. received the following telegram from a prominent cycle manufacturer last Monday:

"No tires yet. Please hurry them up. Have been forced to close factory."

One of the latest art catalogues off the press is that of the Monarch Cycle Co. But such a treat is worth waiting for, and the Monarch company has done itself proud. The covers are adorned with a lion and a lioness in a jungle, and are beautiful pieces of engraving work. Five models of the Monarch are fully described in the catalogue.

C. E. Patterson, of the firm of Allen & Patterson, Los Angeles, Cal., is now in the east. Allen & Patterson control the sale of Stearns wheels in southern California. Mr. Patterson is visiting the Stearns factory for the purpose of securing wheels, and reports the outlook in California the brightest for the greatest year in the history of cycling. Allen & Patterson expect to sell 500 Yellow Fellows in their territory this season.

No Sterling Strike.

The Sterling Cycle Works emphatically deny that there is any truth in the report that is being circulated that a strike in their factory interferes with the shipment of goods. They are taking good care of their agents.

RALPH TEMPLE CYCLE CO., 2208 MICHIGAN AVENUE, CHICAGO.
WRITE ABOUT OUR NEW WHEEL.

BLOOMERS

We make them in the latest and most approved style. Our Men's Bloomer Suits have been copied by all other makers, and if you want an up-to-date cycle costume it will be money in your pocket to call on us. We only do business with responsible dealers. If you are such, write us for samples and discounts, and self-measuring blanks.



ANDERSON & NORDEEN,
GARDEN CITY BLOCK,
Cor. Randolph St. and 5th Ave., - - - CHICAGO.
Mention The Bearings



IS YOUR WHEEL RUSTY?
REMOVES RUST.
POLISHES NICKEL, STEEL, AND BRASS.
Manufactured by
G. W. COLE & CO., New York and Chicago.
Send three 2-cent stamps for sample.
Mention The Bearings

GOOD AGENTS
LIVE AGENTS
WEN THAT CAN SELL
KEATING COMPANY
HOLYOKE MASS
WRITE WHEELS

The Everett House
is headquarters for all bicycle travelers.
Everett House, Union Square and 17th St.,
NEW YORK.

The Clifton House is Headquarters for all Wheelmen....
The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.
Cor. Wabash Ave. and Monroe St.
A couple minutes walk to Cycle Row.

ILLINOIS CENTRAL I.C. CENTRAL R.R. ROUTE.
CHICAGO TO ST. LOUIS
THE DIAMOND SPECIAL
SOLID VESTIBULE TRAIN.
Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing A. H HANSON. G. P. A. Ill. Cent. R. R. Chicago, Ill.

It's a good thing and you can push it along.
WHAT IS? WHY THE
POORMAN BICYCLE
J. E. POORMAN,
5 WEST FIFTH ST., CINCINNATI, OHIO.
Jobber of Develine Whistles.
Orders filled promptly.
Mention The Bearings

THIS IS THE ORIGINAL
PEPPERMINT FLAVORED
CHEW WHITE'S YUCATAN GUM.
CHEWING GUM
To relieve the distressing pains of
DYSPEPSIA AND HEARTBURN.
CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.
The only chewing gum factory open to visitors at all times.
W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol XI

No 14

CHICAGO, MAY 3, 1895.

WILL SANCTION PROFESSIONAL RACES.

Chairman Gideon will Allow Amateurs and "Pros" to Race at the Same Meetings—Asbury Park Squabbles—Cycling in Philadelphia Booming.

PHILADELPHIA, PA., April 29.—Although the League of American Wheelmen has never taken any interest in professional racing in the past and has never made an effort to control it, the plan recently proposed by THE BEARINGS is already bearing fruit. Since the feasibility of a three-class racing scheme was first broached the interest of the wheelmen in general has been truly encouraging, and much pressure has been brought to bear upon League politics on the subject. Not only this, but promoters of professional bicycle racing are actually arranging meets to be held under the auspices of the League of American Wheelmen. The following from the *Inquirer* of Friday verifies this latter statement:

The first professional bicycle races to be given under the sanction of the League of American Wheelmen will probably take place at Alcyon Park, Pitman Grove, N. J., on Decoration Day, under the management of O. S. Bunnell, of this city. The new third-of-a-mile track at that place is now almost finished and a race meet will be held on May 30 as an opening event. Mr. Bunnell will have charge of the races, and will give several professional events after the finish of the amateur races. The professional races will be under L. A. W. auspices, as all matters pertaining to them will be reported to Chairman Gideon, and his advice followed in many of them. No blacklisted men or men against whom the Racing Board has any charges will be allowed to participate in the professional events, and any professional found guilty of crooked riding will be reported to the board for blacklisting. Only Class A and professional races will be included in the programme.

From the above it begins to look as if the prognostications of many prominent wheelmen are about to be fulfilled and that the

L. A. W. will be the Sole Factor in Bicycle Racing

in this country. "The professional races will be under L. A. W. auspices as all matters pertaining to them will be reported to Chairman Gideon and his advice followed in many of them." This indeed sounds interesting and it is to be hoped that before another racing season comes round that all professional racing will be under the management of the League.

Chairman Gideon has been consulted a number of times on professional racing this year and as announced in THE BEARINGS a few weeks ago is in favor of it. Last week he announced that he had no objections to giving a sanction for Class A events in connection with professional events and that he would not object to the same officials officiating in both events. He also declared that he would assist the promoters as much as possible to prevent crookedness and that he would uphold them in any suspensions the managers made from the tracks. "Gid" knows a good thing, so will the L. A. W. some day.

Ever since Asbury Park has been awarded the annual meet of the League of American Wheelmen there has been trouble brewing caused by internal petty jealousies. These jealousies have threatened the success of the meeting, and no end of reports have appeared in the daily and cycling press to the effect that the meeting would not be a success. These reports the Asbury Parkites characterize as unfounded, although they admit that

There has Been Internal Trouble,

which, however, they claim has been settled, and that henceforth all will work in harmony together. The details have not been fully arranged by the committees, but the work is progressing satisfactorily to those interested. There is no doubt but what Asbury Park will easily raise the $10,000 required to entertain the visiting wheelmen properly. The finance committee says it has already received promises of liberal contributions. It relies principally upon hotel keepers to subscribe the greater part of the fund. The hotel men will not arrive until next month, and the committee feels that it has ample time to raise the money. The entertainment committee promises the visitors numerous novel attractions, and is now at work preparing a programme of entertainment that will exceed the elaborate card at Denver last year. So far as the racing is concerned it may be relied upon as being of an exceptionally fine character. The prize committee has decided to spend at least $3,000 for prizes, and there will be numerous special trophies put up by the town and by friends of the club.

Philadelphia as a cycling center is booming and many well-known cycling men who daily visit here have to acknowledge that it can hold its own. Indeed, such persons as the redoubtable "Pop" Brewster and "Bob" Garden say that despite all that is said about the Quaker City being slow they have found it up to the times and would rather live here than anywhere else. Visitors are beginning to be more impressed and among those who were given an opportunity to partake of the hospitality of the city during the past week were Col. A. A. Pope, of Boston; Frank White, of the New York Tire Co.; "Senator" Morgan, of the *American Wheelman*, of New York; Guy Wilson, a well-known figure in cycling in Baltimore, and Samuel Tatem Clark, also of the Monumental City. These gentlemen, along with several dealers and cycling writers of the various papers, were shown around and it is safe to say that they had a much higher opinion of the city when they left than when they first arrived.

ST. LOUIS RECOGNIZED AT LAST.

ST. LOUIS, MO., April 28.—For the first time since the organization of the L. A. W. has this city been honored by the selection of one from her ranks of wheelmen to fill an important national appointive office. But in the selection of Douglas W. Robert as a member of the Racing Board no mistake has been made. He is an able parliamentarian, a convincing talker, a versatile writer, and a shrewd manager, and will prove a valuable addition to the board. That his ability is recognized is shown by the fact that the Associated Cycling Clubs' delegates would consider no other candidate for president, and he is now filling his second term in that office.



D. W. ROBERT.

He is at present sporting editor of the *Post-Dispatch*, and as such occupies a position which enables him to wield a wide influence in cycling. He is energetic to a degree, and wants everything that he takes hold of to go through with snap and vim. It is greatly due to his energy that the circuit tournament last season and the cycle show this spring were the successes that they were, although in both instances he was very ably assisted by the other members of the Associated Cycling Clubs. The plan adopted in the circuit tournament last August of distributing the prizes in each race immediately after the race was his suggestion, and it certainly gave great satisfaction to the racing men.

He was born in Little Rock, Ark., in 1866, but came to St. Louis when three years of age. He was engaged in various mercantile pursuits until 1893, when he entered the newspaper business on the St. Louis *Republic*, having charge of the cycling column; and this spring he was offered and accepted the position of sporting editor of the *Post-Dispatch*, which he now holds.

He began riding in 1889, joining the L. A. W. the September of the same year. He also joined the Missouri Bicycle Club, but when it disbanded he joined the St. Louis Cycling Club and represents that club on the division board of officers as well as in the Associated Cycling Clubs.

Chicago's New Club.

At a meeting held at the residence of Mrs. C. M. Fairchild, 326 Bissell Street, Chicago, last Monday night, attended by over a score of North Side ladies, a new cycling club was formed. The name adopted for the new organization was the Woman's Cycling Club. Thirty-five members are now enlisted on the rolls. The election of officers resulted as follows: President, Mrs. C. M. Fairchild; secretary-treasurer, Miss L. Voss; captain, Miss H. Esler. The first run will be held next Sunday and will be what is known as a "blind run."

NEW YORK NEWS NOTES.

Swell Reception of the Cycle Club, of Brooklyn—Rumor that Meintjes will Race in America this Year.

NEW YORK, April 29.—Probably what was the best attended of the many indoor entertainments of the Cycle Club, of Brooklyn, this past winter, was given last Saturday night. It was the last one of the season, and notwithstanding the downpour of rain the Clermont Avenue Rink was crowded to the doors with members of Brooklyn's swell society. Le Roy See, a fourteen-year-old boy of wonderful ability as a trick rider, gave an exhibition of fancy manipulation of the bicycle. He is really clever, and was warmly applauded by those present. A game of football on wheels gave the players ample opportunity to show to the onlookers what it means to be a complete master of the art of riding.

Something new which seemed to more than please the spectators was the appearance of Mildred B. and Ethel M. Schwalbach, little daughters of Alex. Schwalbach, the Liberty manager in Brooklyn. They were assisted by another little lady, not over twelve years of age—Miss Midgie Rivers—dressed in all black, the other two being attired in dainty suits of pure white. After several pieces of graceful riding the trio concluded their performance with a neat little dance, which scored the hit of the night.

W. S. Maltby was there, and so, of course, was Alonzo Fitzdoodle, the dude. A Chinese lantern drill by club members was good, each wheel having an illuminated lantern hung from the handle-bar. The evening's entertainment closed with a music ride, in which about all the club members participated. Every one of note in Brooklyn's social circle was in attendance. It is quite probable that before autumn arrives some sort of provision for a private clubhouse and riding-school will have been shaped.

Yesterday's inclement weather necessitated the postponement of the Century Wheelmen's open 100-mile run to Patchogue, L. I., and return. The run will be taken on the first pleasant Sunday as per original conditions.

Murphy will Follow an Engine.

Word from "Charl" Murphy, who is at Savannah getting ready for the season's campaign, states that he is doing nicely. The weather there, he says, is simply magnificent. Regarding that proposed trial against a locomotive, he says that will surely be one of the Asbury Park League meet features. "Charl" expects he will be compelled to ride about 1½ miles at full speed, believing it will take the locomotive about one mile to get up a mile-a-minute speed. In that case Murphy will start with it and stay all the way, thereby going fully 2½ miles, of which 1½ miles will be at a warm pace.

Fifteen clubs were represented at the regular monthly meeting of the M. A. C. C. last Friday night at the Columbia, Fourteenth Street and Union Square. There was a general brightening up among those who were present and many new plans and suggestions were mentioned. The actions of the various clubs of Long Island which are members of the association was awaited with interest, there being a general opinion prevalent that they were about to desert the M. A. C. C., and leave it practically dead. Much rejoicing was therefore noticeable when the Kings County Wheelmen, Long Island Wheelmen, and Prospect Wheelmen paid in their annual dues in advance for the coming year, thereby binding them for at least the time being. To offset this, however, the resignations of the Brooklyn Bicycle Club, Bushwick Wheelmen, Queens County Wheelmen, Ninth Ward Pioneer Corps Wheelmen, Washington Wheelmen, and the New York Tourist Wheelmen were received and accepted. One lone club announced itself, through a representative, as being anxious to join the M. A. C. C., and it was taken in like a poker player grabs for the pot that holds his last dollar, after he has won it on a pair of jacks.

It was discovered and announced that there was $43.88 in the association treasury, quite an increase over the amount one month ago,

A committee of one was appointed to investigate the Holzman diamond tangle.

The subject of country road houses was presented for discussion, Mr. Betts, of the Manhattan Bicycle Club, suggesting that three houses be equipped in comfortable style, one each in New Jersey, New York, and Long Island. A committee consisting of Messrs. Scudder, Hawley, Sterritt, Servois, Mainhardt, and Betts was then appointed to consider the scheme and report in due time.

By the Withdrawal of the Brooklyn Bicycle Club

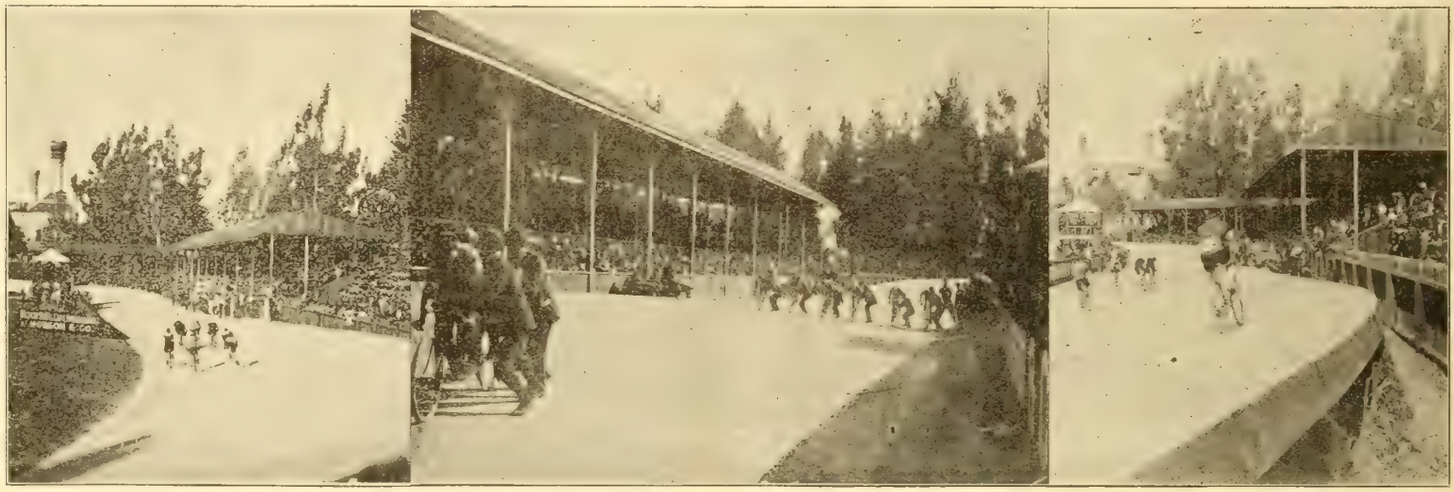
the position of first vice-president, held by Waldo E. Fuller, of the Brooklyns, was made vacant. Fred Hawley, of the K. C. W.'s, was elected to the position. A committee to arrange the annual century run in June was selected as follows: Messrs. Stahl, Brown, Houtze, Heath, and Hawley.

The latest society fad is called a "bicycle tea." Mrs. Van Rensselaer Cruger, one of Gotham's society leaders, is responsible for this latest of the late. Tickets cost $2, the total receipts to be contributed to charitable purposes.

Upon the best of authority, it is learned that the "unknown" whom W. B. Troy offers to match against F. J. Titus in a twenty-five-mile race or one hour race is none other than L. S. Meintjes, the South African, who as a long-distance rider, at anything between 20 and 100 miles, has no equal on earth. It is said that he will shortly come to America, where, in company with C. M. Murphy, the Humber will more than hold its own on the track.

Austin Crooks intends to sail for France in about one month's time. He will race in Italy, France, and Germany this year.

The Westchester Cycling League's century run has been set for June 2. Captain Lockwood, of the Yonkers Bicycle Club, will be in command.



SAN JOSE'S BIG MEET.

Bald winning the two-mile open. *Start of the record mile.* *Bald capturing the mile open—Ziegler quitting.*

A two weeks' wheeling tour this summer has been decided upon by a party of Harlem wheelmen, who will start during July and ride to Canada.

The South Brooklyn Wheelmen will shortly issue invitations for their house warming. Their new clubhouse at 478 Seventh Avenue is a model one in every respect.

A Meeting of the Board of Directors

of the National Board of Trade of Cycle Manufacturers has been called for May 7, on which date the executive committee will likewise meet.

On May 1 the Falcon Wheelmen, of Greenpoint, L. I., will open their new rooms. Their five-mile-handicap club championship will be run on May 29.

The Greenwich Wheelmen have selected a most desirable suite of rooms at 309 W. Fourth Street, into which they will move May 1.

Cottages at Asbury Park have been engaged by the Riverside and Atalanta Wheelmen for the use of their respective members during the week of the L. A. W. meet, July 8.

The annual outing of the Jersey City Touring Club will be held during the month of August to Belfast, Maine. Only fifty will be allowed in the party. They will take a boat to Fall River from whence they will wheel to Boston, thence by steamer to Portland, where the riding will be resumed.

Senator Bradley, of Asbury Park, has ordered a building erected, with a floor space of 100x150, which will be used for cycling purposes, practicing, learning, etc., this summer. The location of the academy will be near the beach.

M. L. Bridgman, manager of the Metropolitan Bicycling Academy, Sixtieth Street and the Boulevarde, announces the formal opening of the magnificent establishment on May 1, on which occasion there will be given a May-pole ride by children. Music by the Hungarian band, luncheon, and fancy riding by the Wilmots and Kilpatricks

Will Make the Opening an Auspicious One.

It will last from 1 o'clock in the afternoon to 10:30 o'clock in the evening.

The annual five-mile road race for the championship of Union County will be run June 8. Entries so far include teams from the Elizabeth Wheelmen, Union County Roadsters, Crescent Wheelmen, and Elizabeth Athletic Club Cyclers.

Last Saturday night the cycling members of the Seventh Regiment met at the armory and formed a cycle club, entirely apart from the cycle corps of the regiment.

Will Help the Aqueduct Bill.

A meeting will be held today in the Vanderbilt Building, corner Nassau and Beekman streets, at which representatives of the Cycle Board of Trade, New York Division L. A. W., M. A. C. C., and the press at large will be in attendance, the object being to take favorable action regarding the aqueduct bill now pending.

The Riverside Wheelmen's annual century run will be to Sayville, L. I., and return, this year, May 19 having been selected as the best date.

CALIFORNIA'S FIESTA.

Los Angeles, Cal., April 15.—The past week in Los Angeles has been one of processions. The annual "La Fiesta de Los Angeles" has been a greater success than last year.

Bicycles played a prominent part in all that was done, though the processions were not lead by a troop on wheels as last year. The whole city has been emblazoned with fiesta colors—orange, olive, and wine—and never before were bicycle stores so handsomely decorated. Cycle Row was in fact the most interesting block in town.

The Syracuse and Fowler stores had wheels revolving on beds of flowers. The Rambler window showed a ladies' wheel at the apex of an inverted pyramid of national colors. The Stearns, Thistle, Columbia, and Victor also had beautifully decorated windows and fronts.

In the floral procession the decorated bicycles were beyond description. The young lady who won first prize for girls rode a wheel covered with California poppies (eschscholtias), and over the wheel was a canopy in gold, also decorated with eschscholtias. In fact the whole was a poem in gold, lady's costume and all.

Costly Floral Decorations.

One of the carriages in the floral procession had over 18,000 blossoms used in decorating it, while the flowers on the *Examiner* float alone cost $180.

In the merchants' parade the Rambler branch house here turned out a tribe of Indians on Ramblers, that was a big feature in a big parade. There were also many riders in bloomer costume of fiesta colors as a take-off on the coming woman.

Mrs. S. G. Spier, one of the prize winners in the floral parade of Saturday, had her nickel-plated Rambler almost hidden by white immortels and her black corduroy suit was polka dotted with the same beautiful flower.

The fiesta was to have ended Saturday night with a burlesque bicycle tournament at Athletic Park, but as there was trouble about a sanction and prizes it was called off and as the carnival was in full blast no one missed it. Thousands of wheelmen took part in the masked carnival and balls; and, in fact, wheelmen were in evidence everywhere.

The great road event of the far west is the annual Santa Monica run on July 4 from Los Angeles to the ocean. This year the Los Angeles wheelmen will eclipse themselves in the Santa Monica, which promises to have double the big entry list of last year. Chief Consul Allen is the manager and his address is 455 South Spring Street.

THE PIGOTT ROAD RACE.

Atlanta, Ga., April 27.—The road race promoted by the H. J. Pigott Cycle Co. was successfully run yesterday afternoon. There were seventeen starters and the limit man had a 7-minute handicap. The course was a little over ten miles long and decidedly hilly. The start was made at 4 o'clock. The winner of the race and the time prize turned up in Charles Langford, a twenty-year-old youth, who started from the 2-minute mark. The other prize winners in their order of finishing were Lawrence Thompson, A. V. Groce, John Queen, W. C. Johnson, Robert Walthour, and Kendall Spear. Hugh Caperton and George Quinn, the scratch men, were among the last to finish, although the former captured second time. Their poor showing was the result of jockeying during the early part of the race.

THE SOUTH'S BIG MEET.

Castalian Springs, Miss., April 29.—Everything is ready for the big meet to be given on the famous track here on May 6, 7, and 8. All of the south's best men have signified their intention of being here. The prize list is very liberal, in fact the best that has ever been given in this part of the south. Tandems will be used for pacing in all the opens, and will also be put on scratch in the handicaps, and several southern records are bound to go. The track is in excellent shape—in fact in record-breaking condition—the weather beautiful, and everything points to a great time. A large crowd is expected from Memphis and New Orleans, as the I. C. R. R. will run excursions from these points. Ample hotel accommodations will be made for all who attend.

It is time that the L. A. W. took under consideration the question of sending competitors to the international races which take place at Cologne under the auspices of the Deutsches Radfahrer Bund, August 17, 18, and 19.

EASTER HOLIDAYS ABROAD.

England Enjoys Magnificent Weather—Marquis of Queensbury May Go in for Long-Distance Riding.

London, April 13.—The Easter holidays have commenced gloriously as regards weather. Yesterday—Good Friday—was a day of continuous bright sunshine. The roads were in perfect condition except for a film of dust. A northeasterly breeze added to the speed of those going south and southwest and just tempered the power of the sun's heat. Today has been equally fine, making existence out of doors extremely pleasurable. A finer Eastertide has seldom been known. The roads yesterday swarmed with cyclists. I took a run along the Bath road, having to try a tandem with a rather high gear. Crowds of wheelmen were encountered at the favorite halting places along the smooth highway which for miles, after Hounslow is passed, continues level. At the popular Dolphin at Slough, kept by W. J. Lewis, an old racing man, there gathered to dinner some seventy members of the Hammersmith, Highgate Wheelers, and Holborn clubs. A goodly sprinkling of ladies were of the party, only one having ridden down in a skirt. Most of the fair sex had come down on the back seats of tandems. After dinner visits were paid to the ever charming old churchyard at Stoke Pogis (where lies the poet Gray) and the adjacent Burnham Beeches. Close by, at Windsor, the Easter maneuvers of the Volunteers

Provided Plenty of Life and Interest.

In the evening the combined clubs held a capital concert at the Dolphin, the proceedings concluding with the usual vows of amity and auld lang syne. Host Lewis, who still looks a very young man, has on view his hundreds of prizes, amounting in nominal value to over $4,000.

Most of the London clubs have parties away on tour. The Stanley C. C. have two tours—one in France and another in the Isle of Wight. The party for France left town on Thursday afternoon by train to Newhaven. On landing at Dieppe they were to ride to Havre, where they would sleep and spend the whole of today; on Sunday they will ride to Rouen, and on Monday to Dieppe once more, returning to London at an early hour on Tuesday—a charming holiday awheel.

R. L. Jefferson will start on his ride to Moscow and back next Saturday. He has been interviewed on his intentions, and the following are some of the most interesting points: Jefferson hopes to perform the double journey (about 4,200 miles) in fifty days. Starting from Kennington Oval at 2 p. m. he will ride to Queensboro' and catch the night boat to Flushing. Thence he will

Make all Speed Through Holland and Germany,

covering about 100 miles a day in order that he may have something in hand for the Russian roads, notoriously bad. By this means he hopes to maintain the proposed average of eighty miles a day. Jefferson, unlike Terront, will take no pacemakers or companions. He will be met on his way by Frank Netscher, of *De Kampioen* (Holland), the directors of *Radfahr Humor*, *Spiel und Sport*, the *Samokat*, and other journals. Letters of welcome have been received by Jefferson from Mr. Block, Mr. Orlovsky, and other prominent Russian cyclists. From Warsaw to Moscow, a dreary thousand miles, he will follow the post road. He expects to return from Flushing to Queensboro on June 7, and will finish his ride on the Catford track on June 8. Jefferson's journey will be timed and checked throughout. He will ride a Swift with clincher tires, geared to 56 inches, weight 30 pounds, and will carry ten pounds of luggage. Besides pedaling his eighty miles per diem he will pour forth copious copy en route for *The Cycle*.

Two Important Trophies will Provide a Lot of Racing

this year. One is the Armour Vigoral shield, which will be put up by the Essex Cycling Union, to be won outright in a series of five contests this season. Each club competing will nominate one member for each contest, and the total positions will determine the position of each club. The winning club will have to put the shield up for competition under N. C. U. rules next season. The other trophy is the Carwardine challenge cup, given by Carwardine & Co., a firm of millers, to the Anerley B. C., and the latter body will put it up for competition in a 24-hour race to be run at Putney on June 21 and 22. The cup has to be won three times in all to become the absolute property of the winner. It is a splendid specimen of the silversmith's art, having cost over $1,575; it is four feet ten inches high, and over 650 ounces of silver have been used in its manufacture, while the ornamentations are of solid gold. The Carwardine trophy is the finest ever offered for a cycling competition.

Donald Lacaille's reinstatement, which I recently recorded, has since been canceled by a vote of the general council of the Scottish Union—a superior body to that which reinstated the long-distance rider.

In Ireland there is no end of trouble over the licensing business. So many riders of the first rank have had licenses refused that it is quite impossible to organize certain important Easter race meetings, and as a consequence the Irish Cyclists' Association finds itself threatened with the loss of the funds upon which it has hitherto depended for its working expenses. A committee has just been appointed to consider the advisability of a two-class scheme.

J. A. Robertson, of Peterborough, and E. Hale, the veteran racing man, who have both been in France for some time past, have recently been interviewed. Both men express themselves delighted with the professional prospects in the sunny country, and expect to win a pile of money prizes during the coming summer on both path and road. C. W. Hartung.

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GEO. K. BARRETT, EDITOR.

GIDEON'S LATEST MOVE.

The announcement that Chairman Gideon will not only not interfere with such race promoters as desire to run professional races in conjunction with amateur events conducted under L. A. W. sanction, but will allow the same officials who govern the amateur events to act for the professionals and will otherwise assist the givers of events for "pros" by keeping a black-list of professionals who will not be allowed to compete, indicates another step in the advance of honest professional racing in this country. Gideon has shown a tendency to get after the amateurs of both classes with a sharp stick. We could not but regard a strict enforcement of some of the rules governing Class B as less than a hardship, in view of the fact that Class B riders are virtually professionals and that a step beyond the liberal bounds set them could scarcely fail to be expected, until Chairman Gideon has shown his willingness, after expelling the offenders from the so-called amateur ranks, to lend his support to honest professionalism. The plan that he has declared will receive his sanction and support is the very one that has long been advocated by THE BEARINGS, viz., that of having three classes for at least a season. Gideon has not waited for the National Assembly to take the step; he has done it for the Assembly; not in as effective a way perhaps, but in a perfectly lawful manner, and, ere the season is over, will have placed the League in a position where it will absolutely be forced to recognize professionalism, with or without Class B. He is to be congratulated on the nerve and the good common sense that prompted him to declare himself as he has.

ON CYCLING DRESS.

Wheelmen are, as a rule, altogether too careless in the matter of dress. Even those in the 400 of cycling are negligent in this respect. It is a strange and wonderful fact that many of those who are the pink of neatness, when attired in any other than cycling costume, seem to think that they are relieved of all obligations as to appearance as soon as they begin to prepare for a ride. There could not be a greater mistake. We all love cycling, and it is the duty of the leaders in cycling, as well as of all riders, not only to themselves as a matter of self-respect, but to the great body of wheelmen as a matter of example, to attire themselves as attractively as possible, that the sport may not suffer in the eyes of the outside barbarians. To be sure no rider is called to dress in the latest style, or to wear immaculate linen, or is he called on to keep his clothes free from every speck of dust, but he can and should wear a neat and becoming suit. There is nothing in the line of masculine attire that is equal to a cycling costume, from an esthetic standpoint, provided always that the cycling costume is properly made. A well fitting short sack coat and knickerbockers, with a negligee shirt or sweater, stockings that fit, either high or low shoes, as may suit the fancy of the rider, and a cap of respectable design, if properly worn, kept reasonably neat and in repair, is a costume to which no exception can reasonably be made. Preferably the suit and cap should be of the same material, and should be sufficiently light in color not to show every particle of dust. Tan shoes and stockings of gray, or any subdued color, are preferable to black. Some cyclists that we know seem to think that washing is a thing quite unnecessary with their sweaters. This we assure them is a mistaken idea. Shoes should also be cleaned occasionally, and stockings that do not fit should be tabooed. It is a mistake to ride in a business suit, especially in one having long coat tails, for it is sure to become soiled and to get out of shape, to say nothing of looking entirely out of place. Wheelmen who ride to business will not find it at all a hardship to make a change of clothing after arriving and before departing from business, and are sure to find it a money-saving precaution. Above all things the cyclist should remember that in cycling costume he is more observed than in ordinary dress, and should take at least equal precautions to make a presentable appearance.

There are wheelmen in Vienna. We say this advisedly and on reliable information. Yes, there are 6,300 of them, in spite of the rigorous rules provided for their observance. The riders are divided into two classes, those who belong to clubs and those who do not. Of the latter there are very few, The club dues amount to $4.80 a month. For this sum the member, if he desires to race, has his training expenses and entry fees paid by the club. Non-members are allowed to ride only after satisfying the "Prufungs Erfordernise" that they are competent riders by submitting to an examination, part of which consists in riding the length of an eighteen-foot plank, eight inches wide, without running off. The cost of this examination is $2.40, for which the rider gets a certificate covered with signatures, which he must carry in one hand while he leads his wheel with the other to police headquarters, where he exchanges his certificate and $2.20 for a permit and a number which is placed on his handle-bars. When he has complied with all these requirements he is at liberty to ride on the few streets of the city on which cycling is allowed at all, provided he observes all the rules laid down by the police department. He may not have colored glass in his lantern for it might be taken for a railroad signal. He must ride slowly, and must not speak to bystanders. He must always behave decorously, and may not do any trick riding. He must not ride in shirt sleeves or show his knees, and must always obey any instructions given him by the police. Still there are 6,300 wheelmen in Vienna, and the number is constantly increasing.

It seems a little strange to read of the squabbles that the English governing body of cyclists is having over its alleged attempts to keep racing in that country pure, and at the same time to read such paragraphs as the following from *Wheeling*, one of the leading cycling papers of the United Kingdom:

> Looking over the list of men who were airing their racing costumes at Easter, we have come across the names of several who are credited in racing parlance with being "a bit thick." Let us not be misunderstood. We do not intend to convey any imputation against these men's amateurism as the N. C. U. laws define it. Nor do we consider that they are unfairly fast. Their peculiarity lies in the ability they display to win or lose, according to the ethics of bimetalism—to win when the money speaks, or lose when the bookie winks. Compared to these men the makers' amateur is a spotless angel. Now, what we know must be equally known to many others, and among these we shall include those whose duty it is to keep the English racing path clean. We don't want ropers or bookmakers' amateurs, and we see both of these classes represented at the late Easter racing.
>
> Bookmakers' amateurs! Great Scott! Racing in this country has been severely enough criticised but we have yet to hear of the rider who rode to a bookmaker's orders or of the bookmaker who was allowed within betting distance of a bicycle race. People in glass houses, etc.

A young man on our staff has had embroidered on the back of each of his black stockings a white star, the emblem of his club. When members of rival clubs ask what they are there for, he says, "Why, so that members of your club can see them, of course." It is people of this stripe that make THE BEARINGS so bright.

The Marquis of Queensbury has been interviewed on cycling—he is a rider—and says that he may go in for long-distance racing. We trust that he will take no headers.

"ZIMMERMAN ABROAD

and Points on Training" is the title of a beautifully gotten-up book from the pens of J. M. Erwin and A. A. Zimmerman. The "Zimmerman Abroad" part is Erwin's and comprises the greater part of the volume, while Zimmerman writes of the "Points on Training." The book is profusely illustrated, is breezily and entertainingly written, and will make quite as interesting reading for the novice or even the non-cyclist as for the old-timer. A brief history of Zimmerman is contained in the opening chapter, and the succeeding ones are devoted to a recital of the experiences and impressions of the "American Colony" of cyclists who lived and raced in and around Paris last summer, with Zimmerman the leading figure. In regard to the condition of the sport in Europe, Mr. Erwin says:

"The experience of the American colony has been such as to show beyond question that professionalism and real sporting spirit may, and do, work together on the tracks of the old country. That the sportsmen of Europe, however commercial-like may be their dealings with cycling as a profession, are as fully appreciative of the value of supremacy in the man, whether he is native or foreign, as they are patriotic in sustaining their home standard, was shown many times over in the riotous ovations accorded the American world's champion at the finish of each victorious ride."

In the closing chapter, which is devoted to "Amateur or Professional?"

Zimmerman predicts that all racing in this country will soon be controlled by the League of American Wheelmen, and says that no more temptations for crooked riding are found in professional riding than in amateur, and that the professionalism of Europe is quite as respectable as the amateurism of America.

A table of cycling and other sporting records is included in the volume. The price of the book is 50 cents, of J. M. Erwin, 218 La Salle Street, Chicago.

CRACKS WILL TRAIN AT SYRACUSE.

SYRACUSE, N. Y., April 29.—The time is ripe. For the past week messages have flashed over the wires from the offices of the local manufacturers to the various Class B racing men who are scattered in different parts of the country. Within a week the public will be treated to a variety of specimens of cycle riders such as have never gathered together on one circuit. Rising prim and majestic above them all is the irrepressible Tom Wonder Eck, who is now stirred up between two fires, the urgent demands of E. C Stearns & Co., who insist upon John S. Johnson's vindication before the National Racing Board, and the pride which his forefathers brought over in the Mayflower, which has been kindled into a flame of defiance over the maltreatment of his protege. Eck wanders about the city with apparent indifference. But beginning tomorrow the nature of this man will change. At that time he begins his efforts to make

Kirk Park one of the Fastest Circuits in the Country.

A large force of men has been engaged to scrape the track while T. W. will oversee it. L. C. Johnson and his brother, E. C. Johnson, will reach here on Wednesday, at about which time the Stearns and Syracuse coteries will leave Louisville for the chillier climate of the north. Here they will be given first-class treatment and if the plans of the Kirk Park managers do not go amiss there will be many exciting races at the park during the month of May.

At a meeting of the Century Cycling Club board of directors last week it was unanimously decided to give only Class A events at the tournament on July 4. The action of the Class B men a year ago in making poorly contested races has prejudiced the club against the makers' amateurs, and they will have none of them in the future. An innovation at this meet will be affidavits to the effect that the diamonds given for prizes were purchased for the amount at which they are advertised.

MUST PAY ONE CENT A MILE.

PHILADELPHIA, PA., April 29.—The supreme court of Pennsylvania today handed down a decision that affects the wheelmen in the Keystone state. The court rules that cyclists must pay a toll of 1 cent a mile on every turnpike road over which they ride. The lower court held that a bicycle is not subject to toll. Justice Dean, of the supreme court, reversed this and ruled that a bicycle is a carriage. It is no less a carriage, he claims, because propelled by man instead of being drawn by a horse. The turnpike company—a rich corporation—rallied Pennsylvania's ablest lawyers to its flag in order to mulct the wheelmen of the state.

BOSTON TO HAVE ANOTHER TRACK.

BOSTON, MASS., April 29.—Boston is to have a new cycle track, that is if the pushers of the scheme can sell $50,000 of stock. E. C. Hodges, owner of the *Bicycling World,* is the president of the Charles River Athletic Association, which has acquired a vast tract of land on the Cambridge end of the Harvard bridge, and which intends to put up there a first-class metalithic three-lap track. This track will be inclosed in a park containing also cinder tracks and places for tennis, football, baseball, cricket, and all that sort of thing. The company is capitalized at $250,000. Of this $200,000 is taken by the parties owning the land, and the rest is to be sold in shares of $25 each. The Boston Press Cycling Club is behind the scheme in a manner, as large blocks of stock will be sold to that organization. It is said that the track can be ready for the use of the Press Cycling Club for its meet June 17.

The location is a most fortunate one, and is within 10 minutes' walk of the heart of the city, located where every wheelman from all the surrounding towns may get there with ease. Several lines of street-cars pass the gates, and it is said that just so soon as the remaining stock can be disposed of land will be broken and the enterprise completed.



A German cycle dealer has been arrested because he advertised publicly that he had a large stock of machines for sale, and could sell them cheap, as they were furnished to him by a band of seventeen thieves engaged at his expense to steal these machines from the factories. He made the defense that it was simply an advertising dodge. Yankee dealers have something to learn.

AFTER THE SCORCHERS.

SPRINGFIELD, MASS., April 27.—This city is tremendously agitated over alleged fast riding. The statute permits ten miles an hour, but complaints have been made by about everybody who doesn't ride a wheel—comparatively few here—that violations of the statute were common. Accordingly Marshal Hendrick took the field in person, probably because Mayor Long's mouthpiece, the grandmotherly Springfield *Republican*, published an editorial against fast riding. One day last week he stationed himself at Union Street and ordered two officers to go on duty at Wilcox Street. The marshal was armed with a stop-watch, and waited to see the fracture appear in the law. Long and patiently he waited, but the statute withstood all assaults. The dinner hour approached, but the marshal gazed only at the stop-watch and waited. Wheelmen glided gently by, but none seemed to be in a hurry. They were evidently playing the marshal, and he was getting discouraged. But his opportunity came. A wheelman,

Evidently Hungrier than the Rest,

hove in sight. The marshal came to attention. He clutched his stop-watch with a firmer grip. The wheelman sped by. The marshal waved his hand to the officers. When the unfortunate young gentleman arrived at Wilcox Street his mad career was stopped, and so were the watches. His wheel was taken into custody. The time between the two points was carefully noted. An elaborate series of calculations were entered into by measuring the gear and comparing it with the time. After a prolonged scientific examination it was decided that William Wheeler was riding sixteen miles an hour, and must therefore be taken before the police court to explain himself. That dinner at the end of his ride caused his downfall.

Now all honor to the calculating marshal. All honor to the brave chief who will not *guess* that a certain wheelman is going beyond the statutory limit, but who brings science to his aid and coolly proves to the astonished rider just how grave his offense is. Such men as that are honors to a city.

Wheelmen Have Nothing to Fear

when mere supposition is thrown to the winds and accurately timed stop-watches are used. An era of justice and fair treatment for suspected wheelmen has dawned, and may Marshal Hendrick be honored as the able exponent of scientific speed investigation.

The Massasoit Club is suffering from an embarrassment of riches in the matter of sites for its summer clubhouse. Now C. C. Abbey comes forward and offers a site at Glenwood, near Chicopee Falls, upon which the club can erect its building according to its own specifications. If the club chooses to join the Victor Athletic Association it can have free access to Overman Park and the use of a track always in perfect condition. Not only does Mr. Abbey give the site, but he also agrees to erect the building free of charge, with every convenience for comfort and enjoyment.

Now the wheelman gets it in the neck from the census taker, who is instructed to inquire all about the bicycles owned in the city, where made, what year, and the value. The value is then assessed according to the regular tax rate of the city. In Ward 5 last year there were 351 wheels, valued at $23,745, making the average value $67 each. Ward 4 had 173 wheels, valued at $13,700. The tax last year was $12 on 1,000, so that a wheel valued at $100 cost $1.20 and pro rata for all wheels.

The only Trouble with Taxing Wheels

is, the census enumerators are generally virtually ignorant of bicycle values, and are apt to render judgment according to looks, a very uncertain method. Further, if wheelmen are to be taxed because they own wheels, they should at least be assured that the streets would be put in proper condition for riding. These are the only faults wheelmen find, and both will be modified later.

The famous and successful Massasoit Club road race of last year is to be repeated this year, June 11, if it is fair; otherwise another date will be named later. Last year the course was fifteen miles, several miles of it being inside the city limits, where

Thousands of People Thronged the Whole Distance.

There were ninety entries and seventy-six starters.

This year preparations are being made to make this the most interesting road race ever run in western Massachusetts. Springfield's two clubs each have a specialty. The Massasoit is famous for its road races and the Springfield Club for its tournaments. The course this year will not be over twenty-five miles, and the start and finish will be on the mile track at Hampden Park.

IN WASHINGTON SOCIETY CIRCLES.

WASHINGTON, D. C., April 27.—Trade shows no signs of falling off; it is still humming. The riding schools are kept busy with numberless pupils, as every one is anxious to avail themselves of the pleasure of a run, now that the weather has become settled and the roads have improved. The latter will present a gay sight this summer filled with numerous parties out for a spin in the country.

The Metropolitan Club, one of the largest social clubs in Washington, has in its membership a number of men who are becoming quite expert on the bicycle. It is said that in the club there are already between twenty-five and thirty who have gone in for the sport. The coming of the wheel into society has had the effect of reviving an interest in the question of a proper costume for bicycling, and now that society people are interested to such an extent it may be that the question will be solved before long. Of late a number of men have come out in regular English knickerbockers, with heavy plaid stockings turned over at the top and fastened just below the knee. It is perhaps the most comfortable and at the same time attractive costume that can be adopted, especially when worn with a dark-colored sweater and easy-fitting tweed coat. The first of these that were seen on the street attracted some little attention, but that is all over with now, and a man may wear this most sensible arrangement without feeling himself in the slightest degree conspicuous.

A Unique Club.

A new bicycle club has been organized this week, and the members selected the peculiar name of the Queer Wheelmen. The membership is to be limited to twenty-five, and it is the intention to give many unique races, parades, and exhibitions during the open-weather months. The following are the charter members: R. B. Clokey, L. O. Slack, George E. Boyd, Gordon Newton, E. A. Pitken, W. K. Larrimore, William Bergman, and W. H. Henshaw. Temporary officers chosen at this meeting were: R. B. Clokey, president; L. O. Slack, vice-president; W. R. Larrimore, corresponding secretary, and William Bergman, secretary and treasurer. The meeting for the adoption of a constitution and by-laws and the election of permanent officers will be held next week.

The American Wheelmen's Protective Association, of Chicago, is about to establish an agency in Washington. Just who will have the exclusive control of it has not yet been developed.

A man's view of bloomers has been recently set forth in a very original manner by the Rehoboth Sunday *Herald*. As every one may not have read the *Herald* it will certainly bear repeating. A man's view of the bloomer dress is that it consists of a pair of trousers very baggy at the knees, abnormally full at the pistol pockets, and considerably full where you strike a match. The garment is cut decolete at the south end, and the bottoms tied around the ankles or knees to keep the mice out. You can not put it over your head like a skirt, or around you like a corset, but you must sit on the floor and pull it on just as you do your stockings, one foot in each apartment. You can easily tell which side to have in front by the buttons on the neck band.

Disbanded the Corps.

The bicycle corps of the Columbia National Guard has decided to disband. It is a source of regret to all local military men to see the company go out of existence, for the reason that it was the pioneer of its kind in the United States, the first organization of the National Guard or the regular army to adopt the cycle for military purposes. On the occasion of the parade, an escort to the Grand Army of the Republic in September, 1892, the cycle company was the attraction for thousands of visitors in the city at that time. Several members of the company will be transferred to other organizations, and the remainder honorably discharged. In case couriers are needed in the service of the district militia, bicyclists who are members of the various commands can be specially detailed for such duty.

Lieutenant Whitney, of the Washington Barracks, has been directed to look into the military cycling and will read every important paper before the officers of the barracks upon that subject early next week.

The ladies of the Washington Barracks are taking up riding extensively. Almost all of them ride the Victor, as they like the low frame and the tilting saddle.

MEDINGER MURDERED.

The most picturesque figure on the French racing path has disappeared, and the well-known form of "old man" Medinger will be seen no more, for the veteran has departed this life and even the plaudits of the grand stand, the flattery that the "old man" liked best, will not awaken him from his eternal sleep. A cable dispatch in last Sunday's papers contained the announcement that Medinger had been shot and killed by his jealous wife, who had then killed herself.

Medinger had a world-wide reputation and was regarded as one of the best of the French racing men. He had figured on the path for years, and was the trickiest rider in Europe. He delighted in "grand stand" riding and if he was applauded it pleased him more than winning a dozen races. He has frequently pushed Zimmerman hard and has time and again defeated Wheeler, although the "kid" returned the compliment with interest. When Zim was defeated by Houben, it was Medinger whom the "Skeeter" was watching as the most dangerous man in the race. The French have lost a good man.

Medinger was thirty-eight years of age and was a bicycle manufacturer as well as a racing man.

HAD A BIG TURNOUT.

DETROIT, MICH., April 29.—The Michigan Division state meet will be held at Battle Creek this coming summer and it is probable that this city will be well represented. Five thousand dollars in prizes will be given in the racing events.

The Detroit Wheelmen's first yearly club run occurred on Sunday, April 21, and 129 riders participated, Mt. Clemens being the destination. These runs are popular with the boys and similar trips are scheduled.

Application has been made for the privilege of keeping a bicycle livery on Belle Isle Park and if granted will prove a bonanza to the manager.

A new concern known as the Wheeler Saddle Co. has been organized here. Its purpose is to manufacture a seat which "will revolutionize all existing patterns," the object being correct shape coupled with extreme lightness.



It's Like This



You want a bicycle. You've got the money to make the payment. You are not so wealthy that you can afford to take chances on your investment or allow new manufacturers to experiment with your money. Then buy a machine with a reputation; a wheel that has been put through every conceivable test and not found wanting. The

Waverley

was accepted as the finest machine shown at the National Cycle Exhibition by a mechanical expert in the employ of the Chicago "Times"; was accepted as the highest grade shown by seventy-five out of every one hundred cycle dealers who visited the show, and who substantiated their testimony by placing good orders for wheels; was accepted by the U. S' Government for the military post at St. Paul, and the mail carriers of many other cities, while all other makes were offered at cut prices. We have just published a new catalogue of testimonials, giving the opinions of prominent riders. Free by mail. Let us send you one.





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THOUGHT HE WAS A MARK.

LOUISVILLE, KY., April 27.—Late in the afternoon last Sunday quite a gawkish looking young man walked up to Mr. Landenwich's house and asked for Mr. Landenwich, who was pointed out to him. He went up to him and introduced himself as G. A. Phillips, of Denver, and said he wanted to stay at the place for awhile with the intention of training on the track. The necessary arrangements were soon made and he went in to supper and retired soon after, saying that he was tired after traveling here from Savannah. When he appeared on Monday some of the boys engaged him in conversation and learned from him that he considered himself something of a racer, but that he had not had much practice and also had not entered in any races of any consequence. He also stated that his brother was very anxious for him to come here and get the benefit of the good track, and had given him enough money to come to Louisville. All this was told simply but earnestly, but the boys thought they had a jay to use for amusement. They could hardly be restrained until the time for the afternoon practice to see him ride.



G. A. PHILLIPS.

At last the hour arrived and all adjourned to the track. The youngster stood at the gate watching the others and seemed to be waiting for something, when some one asked him why he did not ride. He immediately went into the dressing-room and presently appeared in an old circus performer's suit, making a very curious appearance. When he started to ride the rest of the boys would ride beside him and gradually leave him. He soon gained self confidence and then the fun began. It did not matter how fast they rode he was able to lap their wheels and no riding to equal it has been seen so far on the track. His riding was so easy and the exertion did not tire him to any noticeable extent. It was not such a laughable matter then.

The scheme was then laid to try to run him out on the next day. He fell into the trap and agreed to ride a fast mile paced by the best men. Word was passed around that on Wednesday afternoon they would run the legs off of the jay. When the time came it was decided to put Steenson, Callahan, and Carter in to try him. Steenson

Took Him Around in Good Shape

and the boy was able at any time to pass him had he so minded. Callahan made a poor pick-up and the boy had to wait until Callahan was able to get into motion and a great deal of valuable time was lost. Finally Carter caught him in a good gait and set out to help the boy along, and when they crossed the tape he had made the mile in 2:10⅗. It was estimated that Callahan lost him not less than 9 seconds in his slow movements.

In the early part of '94 Phillips went to Denver and opened a small repair shop and took the agency for the Premier; this he continued until his mother's family removed to Chicago and he thought it better to return with them. The repair shop was sold and he came east.

In appearance he is slight in build, but is well developed for his size; he weighs probably 135 pounds and is about five feet four inches in height. He has never had a trainer, attending to himself; he usually gets a colored boy to rub him and give other attentions according to his notions. While at Denver he won his novice race on June 16 and now holds the Colorado state record of 2:16⅕ from a standing start made August 4, 1894. Phillips has already declined one offer made him to join one of the teams at the track, saying that he wants to stay in Class A as long as his money lasts. After that, if he is not in any other business, it will then be time to think about joining a team. He is riding a Sterling with an 80 gear, and having defeated DeCardy with so much ease in practice, the latter has changed to the same gear.

Fresh Arrivals.

John West, of Chicago, trainer of the Morgan & Wright team, arrived in the city yesterday with the balance of his team, including VanHerik and Twyman and will put them in condition to take in the southern circuit, as well as in the races to be held next Saturday, which are open only to the men in training on the track. The prize list is worth about $750.

Louis A. Callahan left for home yesterday with the intention of taking part in the Linscott road race. He will return to the team after that event.

The Fountain Ferry Park was formally opened today for the season of '95 and the place was thronged all day. The lack of transportation facilities was not felt as badly as on the previous Sunday, but it is not what it should be. An immense crowd filled the grand stand to watch the boys at work and liberally applauded a good burst of speed.

Frank J. Jenny, of Utica, N. Y., and his trainer came in Friday night.

About two years ago the foreign cycle journals noticed the appearance of wooden rims in America and it was not until toward the end of 1893 that they were seen in Europe. They were jeered at, at first, but are now in general use.

AFTER A ROAD HOG.

MILWAUKEE, WIS., April 30.—The local officers of the Wisconsin Division have decided to test in court the rights of local wheelman on public highways. A suit on this account will shortly be begun. On last Tuesday, John French, a well-known South Side rider, while riding along on Kinnickinnic Avenue, was run down by P. J. Bolstad, a Reed Street commission merchant. French was riding along on the right side of the street, well toward the curb, when Bolstad, who came driving along at a fast pace, turned onto him and deliberately ran him down. French was pinned to the ground, the wheels of the wagon passing over him and his machine. The rider was badly hurt about the back. The bicycle is a total wreck.

Instead of stopping and inquiring if his victim had been injured, Bolstad drove right on and

Seemed to Glory in His Act.

French was assisted to his home by friends and his bicycle taken to a repair shop, where it was found that the wheel and the tubing had been bent so badly that it is not worth while to repair the machine. At first it was not known who the careless driver was, but since the accident occurred South Side wheelmen have interested themselves and it has been learned that Bolstad is the guilty man. The latter owns a large business at 274 Reed Street and there will be no trouble in collecting the heavy judgment should the courts decide against him. Great indignation prevails on the South Side over the affair.

Another suit that will be watched with interest has just been begun in the northern part of the state in the town of Antigo. Recently while a wheelman was riding along a dark street at night he ran into a pile of bricks which had been piled on the road by a contractor who failed to put up a danger light. The wheelman was thrown to the ground and badly bruised. He has now brought suit for $2,000 damages. A similar suit was recently decided at Fort Howard. The judge in that case

Gave the Rider a Verdict for Damages Against the City.

The division officers are interested in the Antigo suit because they want to have the rights of wheelmen clearly defined.

Lieut. William H. Beach, of this city, who served in the first New York Cavalry under General Sheridan in the Shenandoah Valley campaign, will this summer make a novel trip. Though an elderly man, Lieutenant Beach is a good bicycle rider. He proposes to tour the Shenandoah Valley for the purpose of gathering material for a history of the regiment. He has decided that the bicycle is the cheapest way to travel. He intends to visit all the old battlefields and will also make a number of sketches while en route. After he has gathered data of all the battles fought by his regiment he will return to this city and begin the work on the book, which will be handsomely illustrated. Lieutenant Beach is an earnest advocate of the bicycle for military uses and hopes to see the day when government troops will be equipped with the same.

Milwaukee is Infested with Bicycle Thieves.

Scarcely a week passes but what two or three wheels are stolen, and few of these are ever again recovered. It is only a few weeks ago that three wheels were stolen within the radius of half a mile, and within 3 hours. None of these wheels were ever found. Though the police department is successful in apprehending a common horse thief, few guilty ones ever escaping them, they are absolutely powerless to catch bicycle thieves. On last Wednesday two bicycles were stolen in exactly the same territory where the other wheel disappeared, and at exactly the same time of the day. The victims are Louis M. Steiner and George Krieke. Local wheelmen are of the opinion that bicycle thieves rush into the city at intervals, make a raid on as many wheels as they can steal without attracting the suspicion of the railroad officials, and ship them to other towns where they are disposed of.

At the St. Charles Hotel on Saturday night the

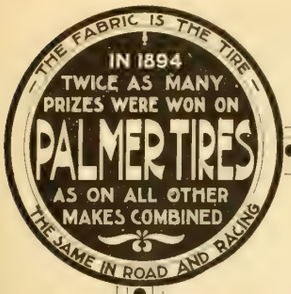
Tenth Anniversary of the Milwaukee Wheelmen,

the oldest cycling organization in this state, was celebrated with great pomp. At the banquet given many club members and their friends attended. Henry P. Andrae, who has been one of the main promoters of the club ever since it was started, was the toastmaster. W. L. Simonds responded to a toast on the "Milwaukee Wheelmen." The speaker was the first president of the club, and has been a member ever since the organization was founded. Secretary E. H. Neustadl responded on "The Secretary's Chair" and William M. Foster spoke on "Roads and Touring"; Chief Consul A. C. Morrison addressed the banqueters on "The League of American Wheelmen" and Secretary-Treasurer M. C. Rotier read a complete historical sketch of the club. President W. N. Durbin also addressed those present, and Samuel Doctor sang several songs, while a number of selections were rendered by the Chickering quartette. It was after midnight when the affair broke up.

At Plymouth the Hub City Wheelmen have been organized with the following officers: W. E. Wolf, president; F. L. Carroll, vice-president; O. A. Scheibe, secretary and treasurer; W. D. Porter, captain.

Wausau has the youngest bicycle rider in Wisconsin. His name is Freddie Levenhagen, who is the son of a bicycle dealer in that city. Freddie is only four years of age but he manages a wheel with remarkable skill. His machine weighs just ten pounds.

Of all the idiotic measures that has ever been spoken of, a Milwaukee alderman has conceived one to which a blue ribbon ought to be hung. He threatens to introduce a resolution in the common council to tax the bicycles 10 cents a day. Bring on your bill and see what the wheelmen will do.





TWICE AS GOOD AS OTHER TIRES

PALMER TIRES

AN ECHO FROM THE COAST.

Crown City 18-Mile Road Race, at Pasadena, Cal., April 9.

54 STARTERS. 14 ON PALMERS.

Only four lost in the shuffle.

TIME.

1st EMIL ULBRECHT.

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4th	PHIL KITCHEN.	8th	B. D. MASSEY.
6th	F. H. WRIGHT.	10th	A. JAY.

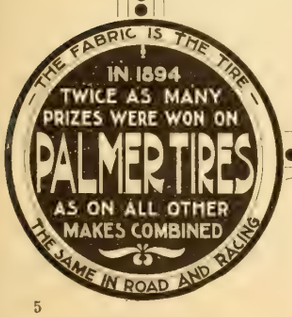
PLACE.

2d	E. P. NEILEY.	6th	F. H. WRIGHT.
4th	ED. NORMAN.	7th	B. D. MASSEY.

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TWICE AS GOOD AS OTHER TIRES

HE WANTED TO BE A GOOD RIDER



The speaking tube emitted a miniature shriek. The editor answered, and glueing his ear to the receiver, heard this message, "Mr. Arthur Du Puyser Grey presents his compliments and begs to intrude on the editor's valuable time if he is disengaged."

The editor was disengaged, and answered, "Send his nobs in."

Presently the sanctum door opened and Elmer—he's the office boy—entered, followed by Arthur Du Puyser Grey. Elmer deposited the visitor's card on the editor's desk and retired.

Vulgar people might call Arthur Du Puyser a dude, but he is not. On the occasion of his visit he was arrayed in clothes of the latest mode, perfect in fit, and tasteful. He was young—not much over his majority.



"The sanctum door opened."

"Good-morning, Mr. Grey," said the editor, introducing himself and asking of what service he might be.

"I trust that I am not encroaching on your time," said Arthur Du Puyser. "If I am, I can call again at your convenience."

The editor assured him that he was not busy.

The visitor seemed embarrassed. The editor, after waiting for some moments for him to open the conversation, remarked, "If it is anything of a confidential nature, don't be afraid that it will not be treated as such."

Arthur Du Puyser seemed relieved. "Ah, I knew you were a perfect gentleman. You are so considerate."

(It is almost necessary to say that his name is not Arthur Du Puyser Grey.)

He hesitated a moment, and then said, "It is barely possible that you are not a society man?"

The editor admitted that society had few charms for him.

"The demands of society are very exacting."

"Yes?"

"Yes, very exacting. The man who devotes himself to society, as most of the members of our set do, has very little time for anything else."

There was a pause, and then Arthur Du Puyser continued: "Of course you know that society has adopted the bicycle?"

"Yes."

Another pause.

"Well, the case is just this. Half the people in our set are riding. Two or three of them ride fairly well, while the others make exhibitions of themselves. I have observed that the members of the old bicycle clubs ride gracefully, have few accidents, and, in short, are perfect masters of their bicycles. Now I pride myself on doing whatever I do well. I am said—pardon the egotism which prompts me to mention it—to be a model in manners and dress. I should like to ride the bicycle, but I should not want to make the exhibition of myself that some of the members of our set do. What I want to ask you is, whether it is necessary for a fellow to devote his entire time to riding to become master of his wheel? Whether I should be able to ride and ride well with, say, two or three hours' practice a day for a month or six weeks?"

The editor assured him that in less time than that he ought to make a fairly good rider.

"But I do not want to be a fairly good rider. I want to be the best rider in our set."

The editor was becoming interested. "If you want to become a good rider and will devote three hours a day for a month to riding, and will follow my directions," he said, "I will guarantee that you get there."

The visitor seemed pleased but there still lingered a shadow of doubt in his face.

"There is one thing more," he said, in an embarrassed tone. "You see I am not what could be called, even by a stretch of the imagination, stout. I have some doubts as to how I would look. Do you think that I would be an object of ridicule in a bicycle suit?"



"Meekly did as he was bid."

The editor could not, and did not try to suppress his merriment at the suggestion. He and the editor were about the same build. Arthur Du Puyser was assured that he would look as well as the average rider in a bicycle suit. He seemed to doubt it.

"I am afraid your fear of offending me prejudices your judgment," he said.

The editor studied a moment and then without a word got up, locked the sanctum, and opening the door of a closet laid out a suit of clothes.

"Now strip off," he said to Arthur Du Puyser.

The visitor looked scared but proceeded to disrobe and the editor followed suit. When both had shed their outer clothes, the editor proceeded to attire himself in the business suit which he had taken from the closet, telling his visitor to put on the bicycle suit that he (the editor) had discarded. Arthur Du Puyser meekly did as he was bid. When the transformation was complete he looked up at the editor, and said in a tone of surprise, "Why, you are quite the proper thing in that suit of yours."

The editor smiled and said, "And you are quite the proper thing in that suit of mine. Come on."

The editor unlocked the door and led the way out, down to the street and into the "rag shop" (it was dinner time), and there introduced Arthur Du Puyser to the gathered cyclists as "My friend Mr. Grey."

Mr. Grey was not an object of ridicule.

In answer to various questions he admitted that he was not an old rider but that he thought that cycling was a great sport and that he was going to make a good rider of himself if such a thing was possible.



"My friend Mr. Grey."

After dinner he donned his own clothes again, and, after listening to half an hour's advice, went away to buy a bicycle and a bicycle suit and to hunt up a trainer who was to make a "good rider" of him in six weeks.

The six weeks have just passed and he *is* a good rider. He has ridden two centuries and is the envy of every man in his set. The ladies say, "Whatever Mr. Grey does, he does so well. Just to think how soon he got to be the best rider in our set!"

That is how Arthur Du Puyser Grey and the editor became friends.

RACING BOARD BULLETIN.

The quarter-mile, half-mile, and two-mile national championships have been assigned to the Asbury Park Wheelmen, July 11, 12, 13.

Additional national circuit dates have been assigned to Scranton, Pa., June 24, and Carbondale, Pa., June 2, these clubs assuming the risk of rain.

Charles A. Deinan, Cedar Rapids, Ia., is suspended, pending investigation.

List of sanctions granted is as follows:

April 18.—Hot Springs, Ark., A. Newhouse.
May 4.—El Paso Cycle Track Association, El Paso, Tex.
July 4.—Wapello Cycling Club, Ottumwa, Ia.
August 17.—Mercury Wheel Club, Flushing, N. Y.
April 27.—Pennsylvania State College Athletic Association, State College Pa.
May 11.—Pennsylvania State College Athletic Association, State College, Pa.
June 10.—Pennsylvania State College Athletic Association, State College, Pa.
June 21.—Fredonia Athletic Club, Fredonia, N. Y.
June 15.—New York Athletic Club, New York City.
September 28.—New York Athletic Club, New York City.
May 30.—Patchogue Weeelmen, Patchogue, N. Y.
June 24.—Scranton Bicycle Club, Scranton, Pa.
July 4.—Watertown Cyclers, Watertown, N. Y.
May 30.—Portland Amateur Athletic Club, Portland, Ore.
June 8.—Multnomah Amateur Athletic Club, Portland, Ore.
April 27.—Seventy-first Regiment A. A., New York, N. Y.
June 15.—Wilmington Bicycle Club, Wilmington, Del. (changed from June 8).
June 28.—Y. M. C. A., Auburn, N. Y.
July 27.—Buffalo Ramblers, at Tonawanda, N. Y
April 20.—San Joaquin Valley R. R. Town, Stockton, Cal.
April 22.—Stanford C. C., Palo Alto, Cal.
May 1.—Riverside Polo Club, Riverside, Cal.
May 9.—Santa Rosa Wheelmen, Santa Rosa, Cal.
May 30, 31.—Los Angeles Wheelmen, Los Angeles, Cal.
July 4.—Los Angeles Wheelmen, Los Angeles, Cal.
May 30.—Utica Cadets, Utica, N. Y.
May 4.—Riverton A. A., Riverton, N. J.
May 4.—Yale Athletic Association, New Haven, Conn.
May 30.—Altair Cycle Club, Danbury, Conn.
April 25.—Yale Athletic Association, New Haven, Conn.
May 11.—Knoxville Wheelmen, Knoxville, Tenn.
April 24.—Mobile, Ala., G. E. Grimm.
May 6, 7, 8.—Castalian Springs, Mass., E. L. Longstaff.
June 8.—Independent Racing Association, Dayton, O.
April 24.—Harrodsburg Wheel Club, Harrodsburg, Ky.
May 4.—F. F. C. & A. A., Louisville, Ky.
May 21.—Paducah Cycling Club, Paducah, Ky.

GEO. D. GIDEON.

Gus Steele signed with the Monarch team this week and left yesterday for Memphis to get in shape for the southern circuit. Besides Steele, Bliss, Lumsden, and Levy will ride Monarchs this year in Class B, while C. W. Davis, W. A. Thompson, and C. V. Dasey will ride them in Class A.

The Marquis of Queensbury is going for long-distance records. If he gets any of them we will probably see the King of Belgium trying his hand (or rather feet) at the game.

DARIUS GREEN



WOULD NEVER HAVE SIGHED FOR A FLYING-MACHINE IF HE HAD SEEN A

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THE EASIEST RUNNING WHEEL IN THE WORLD. THE VICTOR DYNAMOMETER PROVES IT.

SEND FOR ILLUSTRATED CATALOG TO OVERMAN WHEEL CO., CHICOPEE FALLS, MASS.

Mention The Bearings

A Half Century Wheel Up the Hudson

Monsieur Jean, Madame, and X started out awheel last fall to ride from New York to Tarrytown and Sleepy Hollow. As they turned into the boulevard by the Columbus Monument, Madame began her threatened torments of Monsieur Jean.

"Now, Monsieur Jean, doesn't this make you think of Paris?"

"Paris, Paris? Madame must know that there is but one Paris!"

The necessity of dodging around a delivery wagon put an end to this eulogy of Paris and gave Madame another chance.

"Ah! Monsieur Jean, this is almost as bad as dodging the voitures on the Rue de Rivoli!"

"Eh bien! Madame must never ride on the Rue de Rivoli. The Avenue of the Grand Army and Bois de Boulogne are the pleasure rides."

"Now how much pleasanter this boulevard is than your Auenue of the Grand Army! No steam tram snorting by your side, no cow horn to toot you off the track, no cycle agent at the curb beseeching you to stop and see the wheel that was ridden from Moscow to Rome."

"Ah, Madame forgets the great renown of the avenue."

This roused up X, who had invited Monsieur Jean to see a few historic places around New York.

"Why, Monsieur Jean, if it hadn't been for this road we are on, the British would have captured the American army in 1776. And when the time came for the British to get out of New York

"Washington and his Army Came Down this Way

in as great style for his day as the German emperor and his troops marched into Paris along your Grand Army Avenue."

"X it is positively unkind for you to say that to Monsieur Jean. In fact you two quarreled enough about Sedan and the war of 1870 coming over on the steamer, without taking a fresh start this morning. But here we are at 106th Street. Let us go over to the Riverside drive and show Monsieur Jean the view up the Hudson from Grant's tomb."

X said nothing but took his revenge by quickening the pace all the way up the grade to the tomb. By the time they had ridden around in front of the Cleremont mansion all were in good humor again and Monsieur Jean listened with a smile as X declared to him that the view was undoubtedly finer than anything on the Rhine. Madame noticed the smile and came to the rescue.

"Yes, Monsieur Jean, a German friend of mine went to some trouble to buy a photograph of this very view to send home. She knew her friends would never believe her if she merely told them about it. It is so very funny that all foreigners forget their politeness when you are telling them about America."

"Eh bien? Forget their politeness? Not the French gentlemen?"

"Oh yes, every one, almost, tells you that you are untruthful, though I think the Danes are the very worst of all "

"Mais, Madame, do the road racers stop here to look up the river?"

"Now, Monsieur Jean, of course they do not. We will take you right away to the boulevard again and ride up the long hill

"On to Washington Heights.

That is the way the century runs have been made."

So Madame started off around the circle and back on the drive toward 122d Street at a rapid pace without thinking that Monsieur Jean did not know of the sharp fall in the street. As they went down 122d Street, Monsieur Jean's recent voyage across the ocean told on him, and he lost control of his wheel. Away he went down the sharp fall and bumped across the tracks in the boulevard. On the quick rise beyond the boulevard he recovered himself and turned around and joined Madame and X.

"Ah, Madame has punished me for the impoliteness of the European people."

"No, no, Monsieur Jean. I really thought when you started off in that way you were setting us the pace. Are not all of your countrymen swift riders?"

"Oui, Madame, but not on strange mountains and pavé roads."

X thought it about time to have something to say.

"Why, Monsieur Jean, you have mistaken the street-car tracks for some of the horrible French pavé. They ought to do in Paris what has been done on the road we shall ride over after awhile. They have

"Covered the Stones with a Macadam Pavement,

rolled hard."

Madame became fearful of another jar and intervened as a peacemaker.

"Monsieur Jean, here we have a hill a mile long and quite high. Shall we make it like the century riders in 5 or 6 minutes?"

"Non, Madame; non. We are not racing for the diamond, the piano, or the other prizes. Eh bien! I hear we have many mountains to ride upon this day."

"Well," said X, "I can say that every one who has ridden here from Chicago has a great respect for our Westchester hills. They say that the last sixty miles into the city are the worst of the whole distance."

"Eh bien! I will give myself the pleasure of seeing the great Chic-a-go."

"Not today, Monsieur Jean; it takes a week to wheel there."

"Eh bien! I will go in the rapide train de luxe, with the table d'hote and garcon, the bath and night bed. Ah, I will see this Chic-a-go."

"Then you must go right away now and take a ride on the slot over in Amsterdam Avenue. I never saw them doing that in Chicago."

"Eh, what is that, the slot?"

"Why yes, the next time you are on Broadway, downtown, you will see a wheelman following a cable car. He is

"Riding on the Cable Slot.

It is as good as asphalt pavement if your tire is big enough."

By this time they had reached the top of the hill on the boulevard and turning by Trinity Cemetery into Amsterdam Avenue joined the rest of the wheelmen in riding on the slot to Washington Bridge. Of course conversation was out of the question until they had turned on to the bridge. Madame began again.

"Now, Monsieur Jean, look up the river. That road down there on the right is the one we shall take at the top of the far hill. There is where Washington and Rochambeau deceived the English before they went down and captured Yorktown. The English knew how it might be themselves if attacked by a sufficient force, for they started from that same place to capture Fort Washington seven years earlier."

X became a little impatient at this kind of talk.

"Monsieur Jean, the madame's history lecture is all byplay. She knows there is a tough hill ahead coming out of Featherbed Lane and she is going to get you so much interested in the revolutionary war as to walk up that hill."

"Now, X, you know I have ridden up that hill every time recently."

But the name had struck Monsieur Jean.

"Eh bien! Featherbed? It is not?"

"Oh, it is a nice soft sandy lane down in the hollow, with a half mile of rough hill beyond. The century riders used to take it in just to try themselves I suppose. Anyway, it is always full of wheels."

The Steep and Stony Descent

into the hollow and the number of carriages in the lane stopped the conversation, and as they reached the rise into Highwood Avenue Madame began to push hard on the pedals. There were a dozen wheels ahead, but most of their riders were off and pushing. Monsieur Jean followed their example very unwillingly, as a fashionable team, driven by an English coachman, crowded him over into the ditch. X and Madame were ahead and did not see the trouble. They rode on until several carriages had passed and then turning around to speak to Monsieur Jean, saw him pushing his wheel along the side of the road. When he came up to them, he was mad.

"I hear his name once, twice. I speak it now. He was a road swine. He has relatives everywhere—in la belle France, Angleterre, des Etats Unis. The lawgiver was right in detesting the swine."

"Monsieur Jean, just hallo at the next fellow who crowds you over."

"Hallo?"

"Yes, cry out at him in your roughest voice.

"They are a Miserable lot of Cowards,

these English coachmen. They will never open their lips, they are so used to being cuffed at home. But they will pull over if you shout at them in a way that means business."

"Eh bien! they drive ladies."

"Never mind women who let their coachmen drive over you. Depend upon it, they are shoddy people and no real ladies."

A short coast and then a rise in the road, and then some carriages stopped the conversation until they wheeled through Highwood Avenue and Fordham Lane to Sedgwick Avenue. On the rough steep rise to the Webbs' "Shipbuilders' Home," X took the lead up the side path, followed by Madame, while Monsieur Jean kept to the road. It was his first experience in seeing side-path riding and he had not been warned to follow.

"Monsieur Jean, you must follow X or myself when we take to the side path. It is all right. There is no objection if the road is bad and only a few people around."

Just then they rode slowly along the level and X found an inspiration to deliver a little descriptive lecture.

"Over there, that long line like a thread is the Kingsbridge road by which we shall return this afternoon. Before the slate sidewalks were laid over there, all

"The Wheelmen Came Around This Way."

By this time they had wheeled to the turn into Bailey Avenue, and after looking down toward the village of Kingsbridge, a mile away, they turned again into Sedgwick Avenue, and at the level stretch beyond the Fordham Road they had again an extended view of the valley of the Harlem. As they wheeled along slowly X started the historical lecture this time.

"Over there through the great cut in the hill is Spuyten Duyvil Creek, the Hudson end of Harlem River. On the hill to the right there were fights and forts in revolutionary days. And that is true too of the little hill nearer to us, for that stream to the right is the creek again just where it joins the



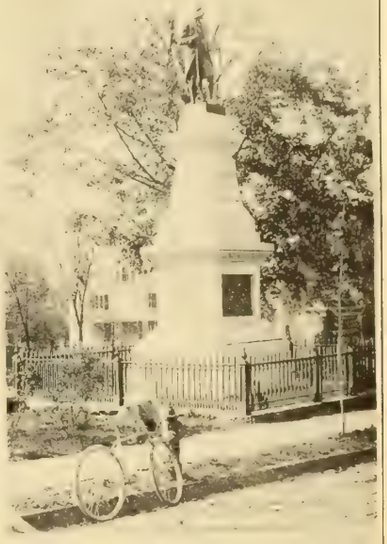
A HALF CENTURY AWHEEL UP THE HUDSON



















Harlem, and there is still the King's Bridge. That was the British outpost during the seven years of the revolutionary war that they occupied New York. The Americans came down on that far hill, or on this very one where we are, and shot over at the guards. And this road we have just crossed from Fordham to the bridge down there just this side of the King's Bridge is the one the Hessians marched over when they came to capture Fort Washington."

As Monsieur Jean seemed a little bored at all this, Madame suggested a quicker pace. When they had reached the steep fall toward Van Cortlandt Park, Madame forestalled

Another Chapter in the Historical Lecture.

"Monsieur Jean, this beautiful road along Fordham Heights is not much used by wheelmen. They know the long coast down to King's Bridge village by the road we looked down just now, and they go that way, with all the worthless curs in the village barking after them, though this is no longer and actually a quicker road to ride, when going to the north."

Monsieur Jean simply remarked, without entering into conversation, "Eh bien! the dogs are bad."

So they crossed the Northern Railroad and across the park to Broadway and over the first two hills at a rapid pace; in fact, Monsieur Jean was on the lookout for dogs. X was getting thirsty and wondering whether they should stop at Yonkers or wait a little longer, and Madame was rejoicing that there was no wind to compel her to walk up Mt. St. Vincent, now just ahead. Naturally Madame began the conversation again.

"There, Monsieur Jean, is Mt. St. Vincent. It does not look like much of a hill, though it is half a mile long, but I have seen many a wheelman rush up this road as if the hill were nothing at all, and then have to sit down at the top for a little rest."

"Yes," said X, "that is one way of riding a wheel—rushing up every hill like wild and then having to stop for refreshments. Now I believe in going along about

"Ten Miles an Hour

for a couple of hours, then taking a little refreshment, and going on again. This rushing and stopping is childish."

"Now, Monsieur Jean, I will tell you what X means. He has a line of stopping places along this road, and one-half of the time he is riding for the next stopping place."

"Eh bien! we do not go slowly now, even up Mt. St. Vincent. We must ride ten, twelve miles the hour."

"Just what I have been saying, Monsieur Jean. X is thinking of the refreshment place not far ahead and he will take us over this hill and through Yonkers as fast as he can."

"Well, now," broke in X, "sometimes a string of cows comes across the road from out of that pasture and then a wheelman has a time of it. The madame here would drop her wheel and take to the fence, of course."

"Monsieur Jean, that is one of X's usual stories. He always mentions it on this hill. I suppose he thinks a little indignation helps uphill."

"Yes, Monsieur Jean, you see the madame undertook to coast down this hill some time ago when she thought a brake was sufficient in all cases for safe coasting. When she came opposite that lane we just passed, out came the cows; madame put on the brake and turned toward the fence and then of course the wheel slipped, and over she went into the grass. The next thing I knew she was on her feet, running for the fence. Now I want to know why she was running to the fence if she didn't mean to climb it?"

"And the cows?" asked Monsieur Jean.

"Why, they just stood still and laughed in their hides."

There were enough carriages to prevent any further conversation as they rode through Yonkers, keeping on Broadway to Getty Square, and then inclining to the left to Warburton Avenue at the old Manor House, now the city hall. After they traversed Warburton Avenue far enough to find a place where they could ride abreast without danger from the trolley cars or the butcher carts, X started another discourse.

"You see, Monsieur Jean, no strange would think of coming this way. The road maps and most people around here would direct you up that steep hill. or around on Palisade Avenue, where it is almost as hard climbing. Here we have a mile of asphalt, and then a couple of miles of side-path riding, and then we shall take to the top of the old Croton Aqueduct. And besides, we have all these beautiful views. That is Tappan Sea ahead, where the river widens out."

The end of the asphalt pavement and the beginning of the side-path riding ended this lecture. So on they went in single file, until near Amackasson, when X dismounted and began to

Push His Wheel up a Steep Dirt Road

to the top of the aqueduct. Monsieur Jean and Madame followed, X turning around to say as a sort of diversion from the unpleasantness of the push:

"That avenue is to be opened the rest of the way to Hastings, and by coming along it as far as possible we have saved a little time. There are a lot of gates across this aqueduct, which I will go ahead and open for you."

So X pushed on and Madame and Monsieur Jean followed more leisurely. The aqueduct is here half-way up the hill and the road they were climbing is not very long but much cut up with heavy teaming. Monsieur Jean panted and would have stopped for rest if Madame had not expressed the fear that X would forget himself and go on to Dobbs Ferry, two miles ahead.

"That is the first of X's refreshment stations."

With the gates open, the broad level top of the aqueduct was a delightful place on which to ride, and Madame and Monsieur Jean overtook X just as he was opening the last gate near Hastings. Here the party turned again into Broadway and after the little hill in Hastings had a level road to the revolutionary monument near Dobbs Ferry.

"There, Monsieur Jean, in that house Washington and your French general, Rochambeau, laid their plans for capturing Cornwallis down in Virginia. And do you know, Monsieur Jean, the Americans

"Gave the Britisher a New Name

after they had captured him?"

"Eh bien! they gave him a baptism of fire?"

"Oh no! we Americans are too practical for that. They just put Cornwallis through the mill—that's the way we talk—and then they called him Cobwallis. They shelled the corn out of him during the siege!"

"Ah, tres bien! Mais, the shells were French, I think?"

Contrary to Madame's expectations X did not stop for refreshments though he led the way through the town instead of straight up Broadway over the two hills. Coming back into the main road at the fountain, where the Ardsley Road turns off, X kept up the pace, and finally as they neared Irvington X put his feet on the coasters and rushed down hill, followed by Madame and Monsieur Jean. As they began to pedal up the rise into Irvington, Madame remarked that X had rushed them along from fear that she might wish to stop to show Sunnyside, Irving's home, to Monsieur Jean. But Monsieur Jean was laboring a little with the grade, and X remarked that they must hurry if they expected to reach Tarrytown in time for dinner. So when they reached the level they hastened on until near Tarrytown. Here X slackened the pace and began to talk.

"We may as well cool down a little before we reach the hotel. I see that we have kept up to time. We shall reach Tarrytown in three hours and a half. By the roundabout way we have come, the distance is twenty-eight miles. We will return by another way about as long.

"So Allowing an Hour for Dinner,

we will be out 8 hours altogether. And you, Monsieur Jean, have been off the most and yet you have dismounted only four times, I think?"

"Oui, monsieur. It was the swine, the strange way, and the hill where we all walk. I ride many kilometers—"

Arrival at the hotel cut off the balance of Monsieur Jean's boasting, and after a few ablutions they all sat down to the meal. Some friends of X happened to be at the table and conversation ran off upon general topics. It was a full hour when the meal was finished and then X hurried Monsieur Jean away to see the Andre monument and the site of the famous bridge in Sleepy Hollow. As they came out from Sleepy Hollow, X called attention to the monument on top of the neighboring hill, in the cemetery, and said that was on the site of an American redoubt; he regretted that it was a place where wheelmen were not allowed to go; the ancient ghosts were probably easily disturbed or at least the cemetery authorities thought so. This little excursion took half an hour and when they had reached the hotel again Madame was just mounting her wheel to look after them. She was in thoroughly good spirits and immediately challenged Monsieur Jean for a little race.

"Now, Monsieur Jean, let us see if you are feeling the ride. There are only two hills between here and Hastings and

"I Challenge You to Ride

there in half an hour. You know the road; it is the same we have just traveled."

"Eh bien! Madame, we will ride, but not so rapid, perhaps."

Then X suggested that the best way would be to ride as fast as comfortable and see how long it would take. So off they went, and when they lagged a little on the hill coming south from Irvington X reminded them that their time was expiring. As they reached the top of the hill in Hastings, X announced the time as 38 minutes and the distance six miles. Then X led the way into Farragut Avenue and down into the valley of the Nepperhan. The road was hardly comfortable for three to ride abreast, and X continued to ride at a fair rate of speed, so the conversation ceased as they sped along the Saw Mill River road (the name Saw Mill has been given by the unpoetic natives to the stream and all things around it in place of the old Indian name, Nepperhan). Once Madame protested that they were racing for the city, but neither X nor Monsieur Jean seemed to agree with her, and they went on without much to say and little inclination to say that little. Just as they passed the Yonkers Cemetery they turned across the river and following the trolley line on the asphalt pavement under the aqueduct and over the easy rise were in Yonkers in 40 minutes. Instead of going around by Getty Square and over that hill in Broadway, X kept straight ahead

Under the Railroad Bridge

and came out into Broadway again at the fountain. Here the broad asphalt pavement allowed them to ride together again to the foot of Mt. St. Vincent. The coasting down Mt. St. Vincent and the two short hills beyond were soon passed, and out of consideration for Monsieur Jean's feelings nothing was said to him about the dogs in King's Bridge village as they passed. Curiously enough there were no dogs about that afternoon, and when they dismounted to walk over the footbridge X was glad to keep the conversation off of dogs. The four miles had been wheeled in 25 minutes.

"Now, Monsieur Jean, we are on the path of the century riders," said X; "we will do as they do, and take to the flagging on the sidewalks for two

HANSEN

ON==A==SYRACUSE

BREAKS THE 100-MILE AND THE 200-MILE ROAD RECORDS

On April 16 A. A. Hansen, mounted on a Crimson Rim Syracuse wheel, lowered the 100-mile road record at Minneapolis, Minn., from 6 hours 46 minutes to 6 hours 25 minutes.

AND ON APRIL 18

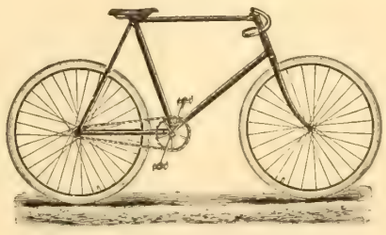
lowered the 200-mile record by 40 minutes, covering the distance in the fast time of 18 hours 9 minutes.

HURROO! HURROO! FOR HANSEN AND THE SYRACUSE.

Manufacturers,

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Syracuse, N. Y.



Western Agents,

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St. Louis, Mo.

miles and a half, and then you must be careful to follow me off into the street at the right place or else you will have to dismount. We will go off from the pavement about one-third of the way up the long hill we are coming to. It is a hill that you can walk if you feel like it without any discredit, as very

"Many Wheelmen Walk up it

after a long run, for there is no place to rest at the top of it."

"Why X, you forget the restaurant where you ordered a plate of ice-cream, and when you gave the waiter half a dollar he said 'thank you,' and disappeared."

"Eh bien! they are all alike—Bois De Boulogne, New York, everywhere."

The riding on the slate pavement was easy enough until they reached the rise onto Washington Heights. Madame did not go far before she dismounted and then Monsieur Jean did likewise, to accompany Madame, as he said. This gave X also an excuse to walk until they had reached the church about half way up. There he insisted that all would find it easier to ride the balance of the way than to push their machines the other half-mile. Monsieur Jean supposed this was the last of the hill and after reaching the level at 181st Street was surprised to find another rise before him up to 173d Street. X consoled him with the information that it was a fine hill going the other way, as the coasting was very good for half-a-mile now and would be equally good another half mile by next spring.

"But, Monsieur Jean, if you have to come this way on your return from Chicago," said Madame," you will not have to climb the hill for there is a new Boulevard around the other side of Washington Heights, called the French Boulevard, which

"Will be Very Fine Riding."

"Eh, why you call him the French?"

"Out of compliment to the country of Lafayette and Rochambeau, I suppose."

"Ah, Monsieur X is so very polite to tell me such grand stories. I believe the tales of the revolutionary battle but the name of the boulevard—"

"Why, Monsieur Jean, I once saw the name of Washington on a little alley in Paris, near the Arc of Triumph."

"Oui, oui, Madame; the Americans live on the hill and they name the street, no doubt. The air is fine, the view is grand, the man was very great."

"That's just the description of that boulevard, Monsieur Jean. It will be one of the finest on which you ever rode."

"Now," said X, "we have reached the top of this hill and there is but one more hill between us and home, and that is at Bloomingdale, two miles away."

"Monsieur Jean, we are going around by the polo grounds, at 155th Street, where all the football matches are played and sometimes a few wheelmen race."

"Ah, the football is so very bloody; it is a fight—no game. It is uncivilized."

"Now, Monsieur Jean, you have never seen a football game. You have only heard

"Some Delicate Cafe Lounger

talk about it. You can not compare it to a few fellows grinding around a course on skeleton wheels for a piano or money. Why, that's turning a man into a machine. Give me something with head work and dash about it; something that the people can all get up and howl over. That makes you feel good for a week."

"Monsieur Jean, I must tell you that X once looked over into the polo grounds just as we can as we go along the viaduct down into Seventh Avenue. He became so interested in abusing the wheelmen who were racing, for appearing to go so slowly, as to stand there until he was stiff. He has been out of humor about races ever since."

"Eh bien! monsieur never raced himself?"

"Why, of course not; he was far past being a boy when he took to the wheel and our family physician frightened him at once by telling him that his heart would not stand fast riding."

On they went down the long viaduct and along Seventh Avenue to the park and then up the short hill and over 104th Street to the boulevard and so home. X was silent; Madame and Monsieur Jean were busy dodging the wagons and time went almost as fast as distance. As they stopped at Fifty-ninth Street X immediately pulled out his watch and triumphantly said:

"There, Monsieur Jean, 10 minutes inside of eight hours. That's a comfortable ride."

"And, Monsieur Jean, a beautiful one?"

"Oui, Madame, tres jolie; tres jolie."

A VALUABLE COMPENDIUM.

"The Cyclist's Handbook," issued by the American Wheelman Publishing Co., 23 Park Row, New York, is one of the most valuable compendiums of racing ever published. Just at this time, when racing has just begun and the riders are training, this handbook will prove invaluable. It gives sketches of all the racing men with their modes of training, as well as their records. It also gives information on how to run race meets, with full instructions to all the officials. The price is only 10 cents prepaid, and it should be in the hands of every racing man and lover of the sport. Stamps or silver accepted. * * *

Ajaccia, the chief city of Corsica, will have a cycle track.

ABOUT NARROW TREADS.

Much as has been written about narrow tread, we have failed to find a really intelligent article on the subject. Too much time and space have been devoted to discussion as to the desirability or undesirability of narrow tread, considered from a scientific standpoint, while every one who has ridden wheels in whose tread there was an appreciable difference knows, beyond the power of argument, that the narrow tread is the better. There is one view of the case which seems to us pertinent and weighty that we have never seen mentioned in print, and that is the application of the power on the pedals in as direct a manner as possible. It is a notable fact that the new rider or the incompetent one sways his body as he rides, if he is attempting to get speed out of his machine. This is caused by his involuntary attempts to put his entire weight on each pedal alternately. With experience he learns that this swaying motion loses rather than gains him speed, in that it gives to his machine a wabbling motion. The same involuntary desire to get the weight directly over the point of applying the power is noticed in the foot-runner, whose foot tracks will be found to be almost in a straight line. The same will also be noticed in going upstairs, or wherever there is an attempt to apply power with the feet in an extraordinary manner.

With the narrowing of the tread of a bicycle an approach to the desired end is made. Not only is there an increase in the possibilities of applying power, but there is less leverage on the frame and less side strain. This latter advantage is liable to be overcome, however, by weakening the frame by having the stays less widely separated; but with a properly constructed frame this difficulty may be overcome, and the wheel will be stiffer than one with a wide tread. Stiffness in the frame is an advantage that can not be overestimated. Where the frame is not thoroughly rigid, part of the power applied to the pedals is diverted from the driving power of the machine and converted into a flection force which is expended in dragging the sprocket wheels out of line, which in turn consumes more of the driving force by making the chain run hard on the sprocket wheels. If the wheel is very weak a strong push on the pedals is liable to throw it permanently out of line. In any case the added wear on the chain and the sprocket wheels takes from the longevity of the machine.

It may be argued that narrowing the tread means a narrowing of the distance between the ball races in the crank hanger and a consequent greater leverage on the bearing on the chain side. Such might be the case, but as a matter of fact it very seldom is. The makers appreciate this danger too well. The narrow tread on the best wheels is obtained by putting the bearings at the extreme ends of the hanger and dishing the sprocket wheel to come over the bearing on the crank side and by doing away with the clumsy adjusting devices that were in use but a short time ago, not to mention the use of narrow cranks and small nuts, or none at all, to hold the pedals in the cranks.

Narrow tread is necessary, as well as the largest possible distance between ball races.

Many and ingenious have been the plans adopted to compass these two very desirable features and each year sees new and better ones. At present the one that seems the best is the one that does away with the adjustable cone, with its accompanying nut and washer, and provides an adjustable cup which screws into the hanger and, when adjusted, is firmly clamped there.

Fear of getting too narrow tread is put at rest when one considers that with even 1¼-inch tire, the width of the tire, the necessary room for clearance between the tire and frame, and the width of the tubes used in the rear stays, will not permit the tread to be made much narrower than it is on some of the up-to-date wheels of the present season.

ST. LOUIS SCORES A POINT.

St. Louis, Mo., April 27.—The agitation by the wheelmen for cleaner thoroughfares and better street sprinkling seems to be in a fair way to bear fruit. A. N. Milner, who is an enthusiastic wheelman, has been appointed street commissioner by Mayor Walbridge, and in addition to that a committee on street cleaning has been appointed by the Merchants Exchange to act in conjunction with similar committees from the Mercantile Club and the Business Men's League. The intention of the committeemen and the scope of the work are as yet indefinite as to means, though determined as to results; but with a wheelman at the head of the street cleaning department they should find no hindrance placed in their way; on the contrary they should find co-operation in their every effort. The uncalled for flooding of the streets by the careless drivers of the sprinkling carts has always been the bugbear of cyclists, and time and again endeavors to have the trouble alleviated have been made with varying success. Now, the present sprinkling superintendent declares himself in sympathy with the wheelmen, and has ordered the sprinklers to leave unsprinkled half the width of certain streets, mostly traversed by wheelmen in the morning—so they can ride down dryshod—and the other half dry in the evening. With the above concession a wheelman for street commissioner, and the most prominent merchant agitating clean streets, it certainly looks as though things were coming our way.

"Zimmerman Abroad and Points on Training," by J. M. Erwin and A. A. Zimmerman, will be ready for distribution this month. On sale by newsdealers and at all cycling headquarters. Sent postpaid on receipt of 50 cents directed to J. M. Erwin, Room 906, 218 La Salle St., Chicago.* * *

The Sterling

Is noted for the celerity of its pace, the solidity of its construction.

In plain English, it is ***fast*** and ***strong.***

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THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, MAY 3, 1895. No. 9.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

OUR DISTINGUISHED GUESTS.

Last week our factory held open doors, and pilgrims from the east and west, from the north and south wended their way hither in hot pursuit of Fowler wheels.

Boston and San Francisco met and joined hands under our roof. Yes, and the only way we could persuade either representative of those illustrious towns to depart on his way in peace (inhospitable as this may sound) was to pledge him his fill of Fowler wheels.

It may seem strange that New England the mother of American manufacture, should come seeking shipments of goods from our factory, but it is true, and we appreciate the full force of the compliment.

They ride wheels in Minnesota, and they send delegates to Chicago to see that a full relay of Fowlers is at their command. So do they also from Louisville, Ky. The north and the south ride the Fowler wheel.

It is a matter of course that Illinois and Iowa, our sister state across the river, should call on us on reception day, and friends from Ottumwa, Galesburg, Cedar Rapids, Hinckley, and Rockford were just as welcome as though they had traveled 3,000 miles to see us—as some others did.

It is just possible that these little items might be of interest to the public in general, enough to justify us in placing them in the hands of cycling editors (with perhaps a bonus thrown in), as some of our esteemed competitors are fond of doing. We do not know—we haven't tried it; we ***pay*** for saying this.

TWO RED-HOT ADVERTISERS.

C. C. Stoltz, of Marion, Ohio, and L. W. Fox, of Los Angeles, Cal., both Fowler agents, are two of the most straight-from-the-shoulder to-the-heart-of-the-target advertisers we have ever run across, and from the business they are both doing it is evident that the Fowler is a wheel that will stand pushing, and that their methods of pushing it are right.

Witness the following that has just reached our desk from the pen of L. W. Fox:

Holy Writ says, "Out of the mouths of babes and sucklings," etc. Some of our antiquated, last century competitors have become so rattled that they have seen fit to accept the teachings of the babes(?) and the sucklings(?) of the cycle trade, and pick up almost verbatim the cry of the Hill Cycle Mfg. Co., makers of the Fowler.

"The best bicycles are not those ridden by expensive teams of paid riders."

Again:

"Blank bicycles are not ridden by paid talent. We hire no Class A, B, C, or Z teams of riders."

That's right, gentlemen, if you haven't good ideas of your own, borrow some. We believe in being original ourselves, but that shouldn't prevent you from saving your gray matter.

By-the-by, if you continue your borrowing policy much longer people will begin to think that you haven't enough originality to build an up-to-date bicycle.

It seems that some unscrupulous person in Mr. Stoltz' town had made the statement that a Fowler wheel had broken down between Marion and Cardington. The next day Mr. Stoltz ponys up with the following:

Some lying sneak started the report that a Fowler wheel broke down between here and Cardington. Why, bless you, a thing that would start a lie like that has not sense enough to pound sand into a rat hole.

Here is another:

Save your time and wind; life is short. Ride a Fowler.

THE WHYS AND WHEREFORES.

When I had fully decided that I would attempt to cross the United States from shore to shore, Asia from Hong Kong to Constantinople, Europe from Gibraltar to St. Petersburg, and accomplish my tour ashore upon wheel, I cast about for a bicycle so constructed as to assure me a safe and speedy mount. Electrotypes of various bicycles sustaining large numbers of heavy men, carrying their riders across trestles, being tested over a corduroy road of logs in the factory, etc., met my vision in the various cycle journals, until, dazzled by the great display of strength and endurance exhibited by all bicycles (upon paper), I decided that there was but one basis upon which to select a wheel, and that the mechanical construction, irrespective of fad and theoretical claims.

My decision is well known to the cycling world today, and it is almost useless to add that Mrs. McIlrath and I each ride a Fowler bicycle, which with ordinary rims and tires would weigh but 22 pounds. We carry thirty pounds of extra luggage, and have already covered over 300 miles of railroad track riding, have crossed hundreds of trestles, scores of bridges, suffered severe falls, and have yet to find even a spoke loose or to hear the clank of our chains.

So many people ask me, "What kind of a contract have you made with the Hill Cycle Manufacturing Company?" that I wish to append the following statement:

GRAND ISLAND, NEB., April 26, 1895.

There is *not* now, *neither has there ever been, any contract* existing between myself and the Hill Cycle Company, whereby I have received any money or remuneration, nor am I to receive any money or remuneration for riding, recommending, or advertising the Fowler bicycle. I selected the Fowler wheel upon my own judgment, and in so doing ignored several offers of a businesslike(?) nature.

Mrs. McIlrath and I are engaged in making a tour of the world, civilized and barbaric, in search of interesting information for cyclists, and should we become enthusiastic over the wheel we ride it will not be the praise purchased by hard dollars, but because the wheel serves its purpose. H. DARWIN MCILRATH,
En route to the Pacific.

Apply for an 1896 agency for the Fowler. We are receiving such applications right along.

A PAGE OF PRICES

75 cents

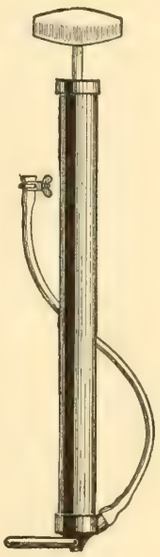
for a

$2 Foot Pump

We've got 1,000

of them.

Heath Ball Floor Pumps



Regular Price, $2.00.

OUR PRICE

In lots of 10 or over, 75c.

5, - - 80c.

1, - - 85c.

Stamps or Cash.

That unexcelled

Torch Light

full nickel-plated Kerosene Lamp,

Only $2.65

"Cheaper than candles."

We will sell you all kinds

of

SUNDRIES

cheaper than any other

American house.

We are paving our way for

the Sundry Trade

of the country in 1896.

Second-Hand Wheels

Cheaper than gold dollars at 90c.

Rover (pneumatic)	$35.00
Victor (cushion)	15.00
Aeolus (pneumatic)	35.00
Remington (good as new)	45.00
20-lb. King of Scorchers, almost new	48.00

Guaranteed good condition.
Sent C. O. D. with privilege of examination on receipt of $5.00 to cover express charges.

THE

FOWLER BICYCLE & SUNDRY Co

123 DEARBORN ST., CHICAGO.

Mention The Bearings.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

CAUSE FOR THE BIG SEASON.

The popularity of cycling has been on the increase for years and years. We doubt whether there has been a season in its history in America when the demand for wheels has not been greater than it was the previous season. Even hard times have failed to prevent an increase in the demand for wheels. With the introduction of the safety came a big increase. The introduction of the pneumatic again boomed the sport. Never before, however, has there been such an immense increase in the demand as the present season has shown, and that without apparent reasons. There are reasons, nevertheless, and they can be found by careful study. We are by no means sure that we have found all of them, but we do think that we have found some of them. We have remarked above that hard times did not prevent an increase in the demand for wheels, nor did they. Still we may rest assured that had business for the past two years been good, that the increase in the demand would have been far in advance of what it was. As it is, the demand, to use a Hibernianism, has been accumulating, and the advent of better times launched this accumulated demand on the trade all in one season—the present one.

This increased demand has attracted public attention to no small degree; it has put the retail bicycle trade much more than ever before in a position to patronize the advertising columns of the daily papers throughout the country; and these two facts, together with the adoption of the cycle by the fashionable world and the example set last year by a number of influential daily papers in different sections of the country, have caused practically all the newspapers of the country to devote a liberal amount of space to cycling. Nothing more quickly influences public opinion than the united action of the papers of the country. People who never before thought of cycling, not only have bicycles before their eyes everywhere they turn, but they have cycling set before them with their breakfasts when they open their morning papers. The various reasons that we have enumerated have influenced the newspapers and the newspapers have influenced the public·

WASHINGTON TRADE.

WASHINGTON, D. C., April 29.—There was a treat awaiting THE BEARINGS' man when he dropped in to pass a few moments with M. A. Tappan at his store on Pennsylvania Avenue recently. Mr. Tappan manages the Spalding depot here, and of course carries a complete line of sporting goods. He has been established in his present location for over ten years, and his own popularity in Washington is only equaled by the high-grade line of goods for which A. G. Spalding & Bros. are famous the world over. Paul Van Boeckmann, the Texas giant, is employed at this store in the capacity that fly-paper generally occupies toward flies. He is a drawing attraction. Mr. Tappan says that Van Boeckmann, who is a Class B man, will race on the Spalding this year, making his Washington debut at the Columbia Athletic Club races. Mr. Tappan opened a subagency last week, at the corner of Connecticut Avenue and M Street, N. W., which has been placed in charge of Messrs. Hamilton and Fisher, both racing men of considerable local reputation. Several

Interesting Recitals of the Old Days in Baseball

were told by Mr. Tappan, who was himself an active player in his younger years. More than one good joke on A. G. Spalding was related to the scribe, the time of said stories being away back in the 70's, when Spalding was pitching for the Chicago Baseball Club. In those days scores of 120 to 1 and 84 to 3 were not unusual, a comparison with the results of the present day games disclosing as much improvement in the national game, as cycling has experienced in the same time.

C. L. Palmer & Co., 429 and 421 Tenth Street, N. W., are Washington agents for Rambler bicycles. W. T. Robertson, the firm's manager, is the L. A. W. handicapper for this district, having received the appointment recently from Chairman Gideon. Mr. Robertson is everlastingly thinking up something new, not unlike Charlie Schwalbach, the Brooklynite who attends to G. & J.'s interests there. It

Seems to Run in the Blood

of these Rambler people, this originality and quickness to catch sight of an opportunity to do Gormully & Jeffery some good. That they are successful is apparent from the huge numbers of copper rims which one sees, alike in Washington and Brooklyn.

When it was noised about that Colonel Pope was about to strike town for three days' stay things began to hum around the District Cycle Co.'s store, 452 Pennsylvania Avenue; not that they don't hum when the colonel is not expected, but it certainly did seem as if every man, woman, and child in the city of Washington had decided simultaneously to purchase Columbia bicycles, and a fair percentage of that number swarmed in and out of the store during the colonel's presence. Of course little things like that are gratifying to even a man so used to prosperity as the master of Hartford.

Warwick and Majestic cycles, weighing from 16 to 23 pounds, and listing at $100 and $75, respectively, are pushed with a vim by Chas. E. Miller & Bro., Fourteenth and L streets, N. W.

The Familiar Vermilion Rims

of the Warwick whiz by hither and thither like streaks of greased lightning at astonishingly short intervals, speaking as well for the easy running qualities of the Warwick as they do for the large number that have been selected by experienced buyers as "good enough for them."

The Washington Cycle Co., 924 Ninth Street, N. W., look after the interest of that watch-like wheel—the Sterling. Full and complete lines are carried, and W. S. McArthur, manager of this concern, merely points to the vacant crates when asked, "How do the Sterlings go here?" It is difficult to supply the demand, so persistent is the cry "Give us Sterlings";

Syracuse crimson rims have able representatives in the Enterprise Cycle Co., 908 New York Avenue. In addition to Syracuse wheels the None but those having invitations will be admitted. Society of the swell order is expected to fairly flock to the event.

The run of the Manhattan Bicycle Club to Philadelphia will be held on Saturday, June 22, returning on the following day. The club's annual dinner will be given June 16, which will celebrate the eighth birthday of the club.

J. J. Van Alen, who is now in Rome, first proposed such a cycle trip as the Michaux Club completed last week from New York to Washington. That was last fall, but an unexpected call to Europe left the scheme in a semi-finished condition. So successful was this ride that a large number of the club members have decided on another trip somewhat similar to the Washington one, at an early date, this latter one leading from Port Jervis, N. Y., to the beautiful Delaware Water Gap. The distance is forty-five miles and the schedule calls for three days to ride it in.

Elmore, an excellently constructed 22-pounder, retailing at $75, is handled by these people.

Like "Ned" Oliver, the Elmore Man,

these cycles are extremely popular among wheelmen, who realize that as good a wheel can be put together for $75 as the majority of higher-priced ones. A full line of sundries and fittings, not to speak of the enormous stock of wheelmen's wearing apparel and a thoroughly equipped repair shop, complete one of Washington's leading cycle establishments.

B. E. Dakin, bicycle dealer, jobber, practical repairer, special bicycle detective, and proprietor of the largest cycle riding school in Washington, has a busy place at 1,230 New York Avenue, near Thirteenth Street, N. W. He makes a specialty of exchange, second-hand machines, and job lots, the latter allowing him to offer more genuine bargains than any other store in the city. His riding-school is 50x75 feet and is in the open air. It is made of hard rolled clay and is free from all posts or pillars of any description.

As a Recoverer of Stolen Wheels

Mr. Dakin is at his best, never failing to trace such machines, and in four cases out of five landing the thief in jail. There are two or three wheels stolen daily in Washington, and Mr. Dakin has his hands full in finding them.

Many an old timer will remember the name of Harry Higham. With it come recollections of W. J. Morgan in the role of "Canadian Champion"; "Jack" Prince, "Champion of the World"; Louise Armaindo, "Female Long-Distance Champion of the Universe"; W. M. Woodside, "Irish Champion"; John Brooks, "Champion Coal-Miner Cyclist of Pennsylvania," and a few others, all champions of one thing or another. There was a crowd of goodhearted people, even although they *were* once or twice forced to hatch up a scheme or two in order that the usual "rare roast beef," so dear to the hearts of champions, was forthcoming. "Senator" Morgan is now a newspaper man; Prince is superintending bull-fights in Cuba—and rumor hath it that Captain Jackanio, the insurgent leader, is likewise the irrepressible John Shillington Prince; Armaindo was in New York a week or so ago, attempting to match herself against any woman rider on earth. "Woody"

Has Gone to the Great Unknown

and Brooks has returned to his old work in the coal mines of Pennsylvania. But H. W. Higham, "Champion of Wales," has long since given up the game which few recover from and today is the proprietor of Washington's oldest cycle establishment. With the aid of his son, Harry Jr., Mr. Higham has worked up a prosperous business on Pennsylvania Avenue near Seventh Street. He is Washington agent for the Union and Eclipse wheels, both lines of which are popular here. A large number of rental machines are out most of the time, and Higham's repair shop is a fully equipped machine shop. While in Mr. Higham's store, a glance through the rear door disclosed several old-time wrecks of wheels standing in the open air. Upon inquiry it was learned that some of those bicycles had been standing there for six or seven years without ever having been used. Among the number was an old-time Star of the vintage of 1880. Its

Handle-bars are less than Eight Inches Across

and the tire, of the solid class, was held on by rusty wire. Rust stood out nearly half an inch thick all over this relic of bygone days and when THE BEARINGS' man remarked that he would like to be the owner of an old veteran like that, he was told that he could have it with pleasure if he would promise not to insist on $10 to boot for taking it away.

ENGLISH TRADE NOTES.

LONDON, April 13.—After an interval which almost led us to believe that the tire-company-promoting mania had ceased, we are suddenly informed that the Scottish Tire Co. is about to extend its business and to become a limited concern. The Scottish tire is certainly a good one, but I doubt it it will prove very successful if run in a large way. There have been plenty of tires which have proved themselves to be really good, but which have nevertheless been failures when put upon the market by companies. The fact is there are only about two really popular tires over here now—three at the outside—and English people are so conservative that they will only buy exactly what they are used to.

The Rudge-Whitworth Co. are offering a few of the Highfliers or Giraffe pattern safeties, which were made by the Rudge firm prior to their uniting with the Whitworth Co., at very reduced prices. I believe that there are very few of these machines, but even with so limited a number it is by no means easy to get rid of them. This type of cycle is as dead as the front driver, if, indeed, it can ever be said to have ever been alive.

A further improvement has been effected in the new Dunlop valve, and instead of the milled nut tightening the valve on the rim, which was difficult to turn sufficiently without the use of pliers, a nut with wings is now provided, so that it can easily be tightened by the finger and thumb. This is really a more important matter than at first appears, as with the old arrangement and the use of pliers the rider was apt to tighten the nut too much and so damage either the inner tube of the tire or the rim.

With the New Pattern Both these Dangers are Avoided.

I think that I have before spoken well of the new wire saddle introduced by E. Wood of the Longford Wire, Iron & Steel Co., Ltd., of Warrington, and I can say that a month's trial of the saddle has quite convinced me of its merits. It does not chafe in the least, and further there is no tendency to bruise—which is often noticeable in leather saddles—as the wire seating gives readily in every direction. The saddle is of course covered with a felt pad, and the only drawback to it is the weight, which is considerably more than that of an ordinary pattern leather saddle. I can see no reason why this should not be altered, as all the extra weight is in the framework, which seems to me to be unnecessarily heavy. If the saddle were provided with a lighter frame I think it would be second to none. R. L. Jefferson is, he tells me, going to use one of these saddles in his forthcoming ride to Moscow and back.

The business of John Marston, Ltd., the manufacturer of the Sunbeam cycles, is to be further extended, and it appears among the list of new companies of the week. It is, however, to be a purely private concern, so that no shares are to be offered to the public. I suppose it is simply a case of requiring a little more capital to meet the increased amount of business done, as the Sunbeams have lately become very popular.

I hear that certain of the shareholders in the John Griffiths Corporation

Are Anything but Satisfied

with the statement and circular recently issued by the directors. I don't hold any shares myself; if I had done so at least one shareholder would have become restive some time ago.

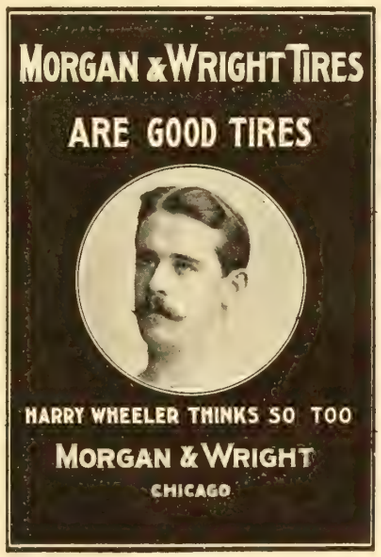
What should prove a really good thing in steering ferrules has just been brought out by the Central Engineering Works Co., Ltd., of York. It consists of about two yards of strong steel tape, very tin and coiled tightly, and placed in the form of a plug inside the steering-post of the machine. Naturally a ferrule made in this way is immensely strong, and it would be very difficult to break it across. I think that for tandems especially it is a really first-class thing.

I understand that there is just a possibility that the Stanley and National shows may be amalgamated this year. A meeting of the delegates from both bodies has just taken place with a view to seeing if an arrangement can be come to whereby the rival shows may be united in one big exhibition. I understand that the Stanley Club is asked to give way on one point only. I am afraid, however, knowing what I do of the doctrines which prevail in that body, that it will be difficult to make it yield anything. If this be so we shall have to suffer two shows for a year or so longer. There can be no doubt, however, that eventually the Stanley exhibition must go down before its newer and better managed rival.

Easter Trade Brisk.

One of the busiest firms in Coventry at the present time is the old-established house of Bayliss, Thomas & Co. I hear that the works have been on over time for some considerable period, but that is the general state of affairs in the midland town lately. It is a change from last year, when reports of the trade were so bad.

As is usually the case, the trade in the London district has been very brisk during the week before Easter, and Humber & Co., Ltd., report that they have never before experienced such a rush of orders. The London depot alone has disposed of no less than 700 machines this year, and I understand that the firm's output for the first three months of 1895 has more than doubled that for the corresponding period of last year. By the way, Mr. Belcher, who has for the past three or four years managed the Wolverhampton factory of the firm, will now be manager of both that and Beeston. He will live at the latter place, visiting the Wolverhampton works two or three times a week. Considering how busy both factories are at the present time, he will have his work cut out.



The Coventry Factory is also Crowded up with Orders,

and the machines can not be turned out fast enough, notwithstanding the enormous amount of over time which has been put in lately—in fact ever since Christmas. The Duke of Connaught has just purchased a Beeston-Humber, but whether he will ride it or not is another matter.

Up to the present Professor Everett's spring spoked wheel does not seem to have caught on even with the nimble company promoter. It is now being exploited up and down the country by a man who says he has never had to dismount at any hill he has yet come across.

I never Heard a More Absurd Statement,

for if anybody does any real amount of touring awheel he is bound to come to plenty of hills which are entirely unrideable on any cycle. I have, and yet I possess one or two medals won in hill-climbing contests. *The Cycle Trade Journal* goes for the professor's wheel in fine style, and gives a straightforward criticism which should be of considerable interest to those in the trade who might be led to believe in the thing.

While at Coventry the other week I was informed that the average gear this season will be less than last year. Many men have found that by coming down in some cases as much as ten inches they are not only able to go a great deal further, but are absolutely faster, and I believe that many machines intended for road riders of average strength will be fitted with gears of about 58 inches, instead of the 63 and 64 inches so popular last season. Tandem safeties suffer most from the high-gear craze, and half the trouble in mounting hills, at which these machines are always said to be so bad, is, I think, attributable principally to this cause. I have been riding a tandem all through the winter geared to 59 inches, and I find I can always do twenty miles within the hour when I want to.

The Speed is Quite Fast Enough

for most people, and, if it can be done with a comparatively low gear, why should we gear so highly that hill climbing is hard labor?

I looked in upon the Auto Machinery Co., Ltd., of Coventry, the other day, and they tell me that they have been extremely busy, and in spite of enormous competition have turned out no less than 1,050,334 balls for cycle bearings during the first week in April. This looks as if the trade returns for this season will be very big indeed.

The outcome of the meeting arranged between the delegates from the Stanley Cycling Club and the trade representatives of the National Show ended, as I expected, in the Stanley Club refusing the very moderate demands made by the manufacturers, and so the hoped for amalgamation of the shows will not take place. This is a thousand pities, for there can be no doubt that the running of rival exhibitions of this kind is an enormous expense to the manufacturers. If the Stanley Club had only seen fit to give way a little things might have been arranged on a satisfactory basis all round. Now the two shows must go on until one collapses; which one that will be, it is not difficult to see.

The Cycle Components' Co. has just brought out

A Patent Lock-Jointed Front Fork

which is designed to overcome the weakness which at present exists in many fork crowns. It is really a combination of double lap and butt joints, the sheet of steel being turned over into the shape of the fork-side. It affords more space for brazing, and is, I should think, immensely strong, while it adds little or nothing to the weight.

I looked in at the Saracenic Wood Rim Co. at their factory at Rickmansworth the other day, and found that the business they are doing is very good. They can not keep pace with their orders notwithstanding that they have a large quantity of special machinery designed exclusively for them. The rims are mostly made of ash, and they are wonderfully neat in appearance, though I think that they are a trifle heavy. Still for road machines and those riders who like to be in the fashion they should answer admirably, and it is gratifying to note that energy in catering for the new want is well rewarded. Curiously enough the manager of the present company was engaged in making wood rims for bicycles years ago, namely, in the boneshaker days.

The London depot of the Boudard Gear Co. now displays a capital stock of Boudard machines of very high class. The company offers to exchange any Boudard geared machine bought from them for a plain geared one should the purchaser, after a trial, not like the gear. Nothing is, however, stated as to what becomes of the $25 extra paid for the gear—but if the public do not trouble to inquire, why should I?

The Wheeler this week draws attention to

A Defect in Many of the Westwood Rims

made for Dunlop tires. This is that the central groove is not made sufficiently deep to allow of the wires of the cover being sunk into it enough to admit of the opposite sides being easily pulled over the edges of the rim. This is certainly a great defect, and it was not noticeable when the rims were turned out by the inventor himself. Over here when a man sells an idea to a company, somebody in the concern generally sets to work to alter and spoil the original idea of the true inventor, under the impression that the said inventor did not know what he was about. The Westwood rim would seem to have been treated in this manner.

I hear that very few men have so far obtained their licenses, so that unless a change speedily comes over the licensing committee those firms who believe in hanging millstones round their necks will have to seek living ads among the slow brigade. I fully expect that some of them will be silly enough to do so. WILL O' THE WISP.

E. B. PRESTON DEAD.

E. B. Preston, head of the firm of E. B. Preston & Co., makers of the Czar, died in Chicago last Saturday of tumor of the brain. Mr. Preston had been ill for some time, but it was thought that he was convalescing. But on Friday night he grew worse rapidly and died the next morning.

E. B. Preston & Co. have been in the rubber business since 1868, and are the oldest makers of fire apparatus in the country. Last year they went into the bicycle business, and their wheel, the Czar, caught on immediately. The business will be conducted by Mrs. Preston, John Peterman, and a Mr. Edwards, who are Mr. Preston's trustees.

The funeral services were held in Chicago last Sunday. On Monday the remains were sent to Hartford, Conn., for interment.

TOURS IN THE ROCKY MOUNTAINS.

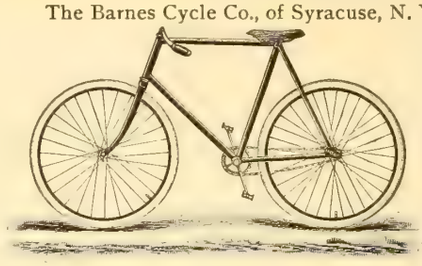
The "Scenic Line of the World," the Denver & Rio Grande Railroad, offers to tourists in Colorado, Utah, and New Mexico the choicest resorts, and to the transcontinental traveler the grandest scenery. Double daily train service with through Pullman sleepers and tourists' cars between Denver and San Francisco and Los Angeles. * * * 2

F. Howard Tuttle surprised his employers, E. C. Stearns & Co., last week by shaving off that beautiful auburn mustache of his and announcing that he would race this year. "Tut" says that he will ride in Class A, but Chairman Gideon will probably have something to say about this.

E. F. Leonert will probably ride a Monarch this year with Bliss Lumsden, and Levy.

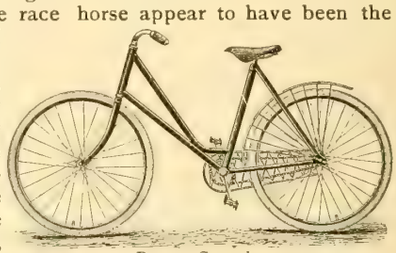
WHITE RIMMED FLYERS.

The Barnes Cycle Co., of Syracuse, N. Y., of which Arthur R. Peck, the former manager of a well-known cash register, is manager, is more than pleased with the way in which its new wheels, the Special and the Superba, have become popular with the trade and the riding public during the three months that the company have been making them. Already they rank with the other strictly first-class machines in the eyes of the dealers, who can not get enough of them. Cobb & Archer, of New York, have sent a member of the firm to Syracuse twice within a month in the endeavor to secure a large share of the output of the factory, and last week two rival dealers came all the way from Denver, Colo., to determine which should be favored with a consignment of 100 wheels.



Barnes Special.

The long clean limbs of the race horse appear to have been the models from which the frame of the Barnes wheel was designed. It has an extremely narrow tread, the joint is reinforced internally leaving the outside perfectly smooth and clean, and it has been the aim not to allow a single projection from the frame to disfigure its symmetry or to "catch the wind." Saddle and seat posts, even, are fastened by an internal device which leaves the tubing entirely free and clean at those points.



Barnes Superba.

The Special, with a 24-inch diamond frame, weighs 19 pounds, and sells for $100. The tread is 4⅝ inches. The bearings throughout are made of Sanderson tool steel, the finish being black enameled frame and white rims, gold striped throughout. The Superba, with 26-inch wheels, and either diamond or drop frame, weighs 20½ pounds and is a beautiful wheel. It is enameled either black or white, with white rims. In addition to the above the Barnes company also makes a handsome racer weighing from 14 to 18 pounds, according to the rider.

W. B. Brinkman, of the Britsenstein, Justice Co., of Keokuk, Ia., agent for the Czar, is in town.

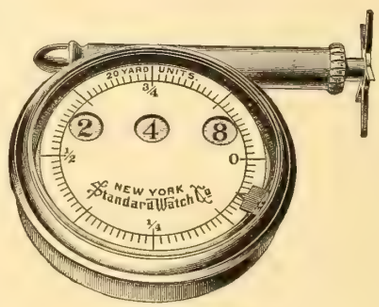
Boom!

It seems as though every bicycle rider in the United States and Canada wanted a "Standard" and "wanted it awful quick." The immediate and enormous popularity of this device is one of the surprising facts of these dull times. It is entirely within the limits of a conservative statement to say that ***more "Standard" Cyclometers have been ordered in the last two weeks than have been heretofore sold by all other American manufacturers combined, in all the years that Cyclometers have been made!***

And "for most excellent reasons, i' faith." First, it is indisputably ***the best;*** second, it is far-and-away ***the cheapest***—both in the respect of the price itself, and in consideration of the relation of the quality ***to*** the price; third, it is backed by a responsible ***guaranty*** that it will stand continuous wear throughout the life of its buyer, and any injury in a mishap to the bicycle will be repaired without charge.

The price? Not $5.00 (though it is worth more), nor $3.50 (though it would be cheap at more), but ***$2.00***—TWO dollars! Considering the satisfaction it will give you, it's like ***finding*** money!

"Standard"



Two-Thirds' Size.

Cyclometer.

The New York Standard Watch Co.

11 John Street, New York.

103 State Street, Chicago.

Pacific Coast Agents:

Pope Manufacturing Co., 344 Post St., San Francisco.

Overman Wheel Co., Larkin and McAllister Sts., San Francisco.

Mention The Bearings

CHICAGO DEALERS BUSY.

Selling more Wheels than They Can Get from the Factories—Every one Behind in Orders.

"We want wheels; we must have wheels."

That is the cry which is going up from the hundreds of Chicago dealers. The demand far exceeds the supply, and there is almost a famine in bicycles. There are but one or two dealers in town who are able to get nearly enough wheels to fill orders, while the rest are so far behind that it will be midsummer before they can hope to catch up and satisfy the would-be wheelmen. This is evidently the year for a new firm, and if many fortunes are not made out of the bicycle business this year it will be a surprise to all.

Chicago is wheel crazy. Every one wants a bicycle, and in consequence the poor dealers are driven crazy by the appeals for bicycles. A round-up of the trade last week end showed that trade was abnormal. Every dealer had more than he had bargained for, and the telegrams sent to the factories for more wheels certainly enriched the coffers of the telegraph companies.

L. M. Richardson walked into the retail store of the Monarch Cycle Co. last Friday and he was at once

Buttonholed by a Dozen Men

and women. "When do we get our wheels?" was the cry, and poor Mr. Richardson fled to the seclusion of the private office of Bliss and Lumsden. 'We are 1,100 wheels behind orders," he said to THE BEARINGS' representative, "and every mail brings in more orders. We are working as hard as we can to catch up but it seems almost hopeless. There is a great demand for our racing wheels and we are 125 behind in this style of machine. This is certainly a great bicycle year."

It was only by a vigorous use of the elbows that the newspaper man was able to force his way through the throng that was in front of the door of Hales & Anderson. There were two big attractions in the window and the spectators were studying the fine points. A Wolff-American Duplex, the first one in Chicago,

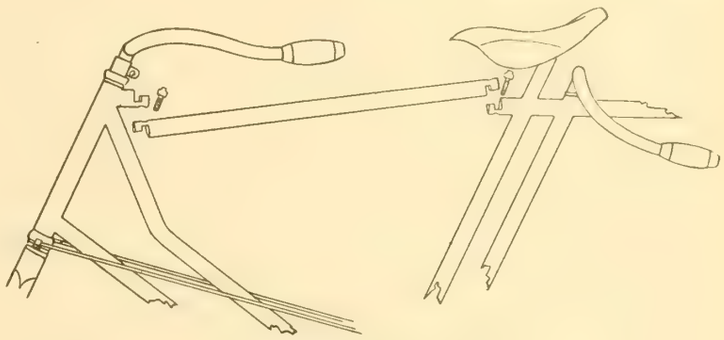
Interested the Middle-Aged People,

while the club men were all anxious to gaze on the beautiful lines of a 35-pound Ariel tandem. With these star attractions Charley Anderson has no difficulty in filling his store. The demand for Ariels and Wolff-Americans is so great that Hales & Anderson can not begin to fill orders. They can not get enough ladies' wheels and the factory at Goshen is pushed ahead to meet the demand.

Manager Plumb and Assistant Manager Fuller were standing near the front door of the Excelsior Supply Co.'s store. They looked tired, and evidently wanted a chance to rest. They had but a slight breathing spell, for a fresh rush of customers

Made Them Hustle Around Again.

"This is terrible," said Mr. Plumb; "they hardly give us time to get a bite to eat. We are selling lots and lots of bicycles, but one chief difficulty is in getting the wheels to fill the orders. We are away behind. The demand for tandems is also great. If you should order one now, we couldn't give it to you before July. By the way, have you seen our latest improvement in the tandem. By a clever device we can take the top bar off and make a



The Thistle tandem adjustable top bar.

drop-frame machine. It is just as strong, and we think it very ingenious." (The accompanying cut illustrates very clearly the new device.)

The Sieg & Walpole Co. is also busy these days. The salesmen at the regular store, 287 Wabash Avenue, are

Kept Busy Selling Sterlings,

Luminums, Ben-Hurs, Falcons, and Windsors, while at the branch, 293 Wabash Avenue, a large clearing sale is in progress. This sale is proving a great success, and Sieg & Walpole are disposing of a large number of wheels.

Columbias are having as ready a sale in Chicago as they ever did, and the boulevards are crowded with the Pope company's machines. Manager Jackson says that the demand for the wheel is so great that he is unable to keep any in stock; in fact he hasn't had a new wheel in for over a week. The Columbia has always been one of the favorites in Chicago, and this year is no exception to the rule.

Manager Pollow, of the G. M. Shirk Co., wore a satisfied smile on his

IF YOU WANT A CHEAP BICYCLE OR TANDEM YOU WILL NOT BUY AN EAGLE

WE MAKE ONLY THE BEST

THE EAGLE BICYCLE M'F'G. CO.

TORRINGTON, CONN.

face when THE BEARINGS' man walked into the store. Pointing at the depleted stock of wheels, he said, "You can see what kind of a business we are doing. We are unable to keep our stock up the demand is so great. The Shirk is catching on better than we expected. We are doing well on the Pacific coast, and have just sent a shipment to the Howe Scale Co., of San Francisco, our coast agents. Our Chicago trade is excellent and we can not complain."

Gleason & Schaaf, Chicago agents for the National Sewing Machine Co., of Belvidere, Ill.,

Are Catching their Share of the Business.

About once in every 10 minutes a customer walks out of the door leading a wheel, and you can rest assured that Gleason & Schaaf have made another sale.

THE BEARINGS' man was talking to J. P. Walters, in A. G. Spalding & Bros.' store, when a handsome young lady, dressed in the height of fashion, stepped out of a carriage at the door and walked in. She disappeared in the direction of the riding school. "That's Miss Pullman, daughter of the sleeping-car magnate," said one of the salesmen. "She is going to take her lesson."

Spalding's riding school is well patronized these days, and the swellest of the swell are taught the art of riding. It is necessary to book dates a week ahead. And still they come.

"We are selling more wheels than we can get," said Walters. "The factory is pushed to its utmost capacity and we are now thinking of

"Putting on Three Shifts of Men

working twenty-four out of twenty-four hours."

R. Bob Abbott, manager of the bicycle department of A. H. Revell & Co., has not yet returned from his honeymoon, but this fact has not prevented F. A. Green from selling Mungers, Eclipses, Tribunes, and Crescents. Business has been remarkable and Revell & Co. are well pleased with the bicycle business. They are selling wheels to most of the members of the North Shore Saddle and Wheel Club, Chicago's swell cycle organization.

"We are having a great call for all of our wheels," said Hal Greenwood, of the Thorsen & Cassady Co. "We can not get enough Stearns to fill orders. Why, a man came in here the other day with five $50 bills. He said: 'Give me a Stearns Model A and you can have two of the bills. I'll give you the other three for a tandem. But I must have them at once.' I was forced to let him go out, carrying with him all of his money. We are certainly doing a wonderful business and we have no cause for complaint."

The Woodrough & Hanchett Co. is afflicted the same as all of the other bicycle concerns. It is selling all the Eagles it can get and is clamoring for more.

"We Have Been Working Nights

for the last three months," said C. W. Barr, of the Barr Bicycle Clothing Co., "and just when we think we are on Easy Street in comes a big order, and we are as bad off as ever. This is certainly a cycling year."

"We find that there is an immense demand for ladies' wheels," said J. H. Bowden, at the Gormully & Jeffery Mfg. Co.'s retail store, "and it keeps us busy. The influx of beginners in our riding school is great, and it is all we can do to care for all of our scholars. We work nearly every night in the week, so great is our business."

At the branch of the Hill Cycle Mfg. Co. around the corner from G. & J.'s, Manager Larsen and C. P. Smith were very busy men. "We have more trade than we can attend to," said Mr. Larsen; "we can not get enough wheels, and we keep the telephone wires between this store and the factory hot. We are 150 orders behind in this place, and yesterday I was obliged to return $190 in deposits because I couldn't fill the orders. We are averaging thirteen sales a day, which is good for this small place."

"We are getting wheels because as this is the first year in Chicago the factory aims to keep us supplied," said Manager Scott, of the Indiana Bicycle Co. "But the Indiana Bicycle Co. is

"Three Thousand Behind Orders.

We have been obliged to cut off our extremely easy payment system, but we still sell wheels on time. Our trade here is different from the ordinary class. A man will come in and look at a Waverley. He can not help but like it, and he then says: 'I'll take that. Send it out to the house. Here's my check.' We have sold a great many ladies' wheels, but there have been very few lady customers. The wheels are all bought by their husbands."

"We haven't placed an agency for two months," said R. W. Slusser, of E. B. Preston & Co., "and we will not accept orders from new agents. We will only build 1,800 wheels this year, and we will not have any trouble disposing of these. Porter & Gilmour, our New York agents, have sold 200 Czars so far this year and are howling for more."

Over at the factory of the Jenkins Mfg. Co. all was hustle and bustle. The first Napoleons were coming out that day, and there was an anxious crowd hovering around to see the machine they had heard so much about. The first machine out is a little beauty. Its lines of beauty and rakish appearance catch the eye, and even before one gets on it he is sure that the machine is fast. THE BEARINGS' man tried it and found that it had one of the stiffest frames of any wheel the writer has ridden. Mr. Jenkins expects to get out a number of wheels this week.

Archie Wilson, of the H. Mueller Gun Co., is in town.



THORSEN

BASEBALL SUITS,
BICYCLE UNIFORMS,
SWEATERS,

...AND ..

VICTOR

ATHLETIC GOODS.

Send for Catalogue A.

SEND FOR SPECIAL PRICES.

THORSEN & CASSADY Co

141-143 WABASH AVE., CHICAGO.

MENTION THE BEARINGS

AFTER CRIMSON RIM BICYCLES.

SYRACUSE, N. Y., April 28.—A. F. Shapleigh, the senior partner of that great St. Louis jobbing cycle house of Shapleigh & Co., which handles crimson rim bicycles exclusively, was in the city last week. Mr. Shapleigh came into town with blood in his eye, and the interview which he had with John C. Bowe, the vice-president and general manager of the Syracuse Cycle Co., is explained in the following article published in the Syracuse *Standard:*

John C. Bowe, the general manager and vice-president of the Syracuse Cycle Co., had a distinguished guest last week in the person of A. F. Shapleigh, of St. Louis, the senior member of the firm of Shapleigh & Co., the western agents of the local cycle concern.

"Syracuse Dan," as he is called, came down in his private car and found Mr. Bowe just recovering from a severe attack of earache. Now that "Syracuse Dan" has departed the old complaint has returned. Mr. Bowe will never recall vividly just what happened after the office boy opened the door and announced "Mr. Shapleigh." He distinctly remembers an experience that tallies with descriptions of a western cyclone as pictured by *Puck* and *Judge*. There is no denying that the St. Louis millionaire came east with blood in his eye, "the blood with which the noted chieftains of the famous Wampoo tribe were wont to dye their bows and arrows," and, strange to tell, this same blood did not evaporate after an interview in which Jay See Bowe and Mr. Shapleigh figured. It seems that the Syracuse cycle company had promised to ship 1,000 wheels during the month of April to their western jobbing houses, but other agents had pounced upon everything in sight and Shapleigh had to be content with 500. He tried to be, but he was not.

Mr. Bowe would have been a fit subject for an undertaker, had not the door opened again in a few minutes and in walked Mr. Supplee, the senior member of the Supplee Hardware Co., of Philadelphia, a rival house to Shapleigh, which is also on edge because there are not enough "crimson rim" bicycles to go round. Shapleigh was quieted after a time and the controversy was settled by arbitration. Yesterday they both went home happy, but the next time Messrs. Shapleigh and Supplee meet they will not speak as they pass by, and all through a mistake. It seems that Mr. Supplee had presented Mr. Bowe with a new lawn mower, which stood innocently in one corner of the office. While Mr. Bowe was attending to duties in another department of the factory Supplee came in from a visit up the street. He observed a form reclining on the tete and forgot for a minute that Mr. Bowe is bald. He grasped the lawn mower and propelled it silently until the shears were in close proximity to the sleeper's hair. There was a loud whi-r-r and Mr. Shapleigh jumped from the couch with a shriek of terror. A cry of dismay followed, for lo and behold on the floor beside him was a huge bunch of beautiful hair, which the revengeful Supplee had shaved off as neatly as though it had been done by a razor. He thought it was Johnny Bowe, and although a sincere apology was given, Mr. Shapleigh refused to accept it. This is why his head is minus all hirsute adornment. The Quaker is now in Philadelphia and studying how he can make amends for the loss of his friend's glossy locks.

TRADE HAPPENINGS.

MEDFORD, N. J.—Haines & Co., bicycles, a new firm composed of Willits Haines and A. S. Haines, has commenced business on Bank Street.

SYRACUSE, N. Y.—E. C. Stearns & Co. reports running with a force of 800 men, 22 hours daily. They are constantly adding to their capacity.

JACKSONVILLE, ILL.—The Jacksonville Cycle Co., Charles Scurlock, manager, opened a bicycle repair department May 1. They will carry a full line of bicycle sundries and parts.

LAFAYETTE, LA.—Gus Lacorte, carriages, harness, etc., will take up bicycles.

NEW YORK, N. Y.—New York Tire Co., 23 Warren Street, will move into larger quarters at 59 and 61 Reade Street, near Broadway.

LINCOLNTON, N. C.—Ramsaur & Burton, hardware and leather goods, will take up bicycles if satisfactory inducements are offered.

GIBTOWN, TEX.—D. M. Wilson, of Vineyard, Tex., new hardware store opened. Will take up bicycles. Correspondence invited with manufacturers of wheels and sundries.

PEORIA, ILL.—Rouse, Hazard & Co. have commenced manufacturing the Overland bicycle, having fitted up the upper floors of a large warehouse for a factory.

GALLATIN, TENN.—Bright Bros., hardware, bicycles, etc., new firm commenced business.

WAUKESHA, WIS.—Lau & Ferguson, hardware, bicycles, etc., reported sold out to S. J. Seabury, who will continue the business.

COUNCIL GROVE, KAN.—P. H. Hankins, hardware, bicycles, etc., reported sold out to M. M. Douglass.

OWOSSO, MICH.—Francis M. Wheeler, hardware, bicycles, etc., reported sold out to F. C. Achard.

CLEVELAND, OHIO.—The Hoffmann Bicycle Co. reports adoption of triangular tubing for reinforcing the frames of the Hoffmann bicycle. An application has been made for a patent on the device.

MARION, ARK.—Lewis & Newman, hardware, bicycles, etc., dissolution of copartnership reported. C. L. Lewis continuing the business.

POTTSTOWN, PA.—The Pottstown Cycle Co. will erect a three-story factory building, corner of Union and Queen streets.

BOSTON, MASS.—H. Campbell & Co., 49 Union Street, are putting on the market a new cement for mending bicycle tires.

BASIC CITY, VA.—Ashaver & Son, general store, will take up bicycles if agency inducements are offered. Propositions invited from manufacturers of bicycles and bicycle sundries.

BUFFALO, N. Y.—J. S. Elsenhaus, manufacturer of bicycles, contemplates increasing capacity, and moving into larger quarters.

SPRINGFIELD, MASS.—Weston Cycle Co., Chestnut Street, have opened general repair department, and placed in charge J. W. Shea, until recently with Spaulding & Co., of New York. They will build wheels to order.

MENOMINEE, MICH.—The Joseph A. Sandburg Cycle Co. has recently commenced business.

SUPERIOR, WIS.—Dodge & Pearson, of Duluth, Minn., sporting goods and bicycles at Duluth, Minn., new store opened.

ARKADELPHIA, ARK.—Graves Hardware Co. contemplates opening a bicycle department, and invites propositions from manufacturers of wheels and sundries.

LOUISVILLE, KY.—The Zimmy Cycle Co. has opened a new store at 353 Third Street, with W. D. Welle as manager. A line of bicycle accessories will be handled, and James Bowman will be in charge of a repairing department.

ELKHORN, WIS.—Russell Bros., bicycles, succeeded by Russell Bros. & Curtis. They report trade good.

EVANSVILLE, IND.—The Finney-Geupel Cycle Co. will open a new store in a few days, and invites correspondence with manufacturers of bicycles and bicycle sundries.

The little weekly paper issued by E. C. Stearns & Co., called "The Yellow Fellow," appears in a new and attractive dress with the issue of April 27. The new cover is lithographed and presents a splendid appearance, while a neat scroll sub-heading is used on the first inside page. This little journal, by the way, has a weekly circulation of 4,000 among agents and friends of the Stearns bicycle.

HAVE YOU DOUBTS?

If so, go to your scientific or mechanical friend and get his opinion. We give the following clipping from a well known New York daily:



Within the last week, a cyclist, having heard so much of the cycloidal sprocket of the Tribune wheel, made up his mind to find out the benefits to be derived from its use over other sprockets, and asked for information of one of the professors in a well-known scientific institution in this vicinity, and was told that for the purpose of reducing friction and for ease of running it was the thing desired, the right thing in the right place; that from a scientific standpoint it surpassed all other sprockets. The foregoing can be verified by James S. Henderson, 165 Greenwich Street, New York.—Ex.

The cycloidal sprocket is unquestionably an advance in the art of making sprocket wheels, and those who wish to lead the procession will do well to investigate its merits. Write for catalogue.

THE BLACK MFG. CO., ERIE, PA.

Mention The Bearings

IF YOU USE

The Arrow, Climax, or Rex Tires

YOU WILL FIND THEM TO BE

SUPERIOR TO ALL.

ILLUSTRATED CATALOGUE FREE.

MANUFACTURED BY

THE EASTERN RUBBER MFG. CO., TRENTON, N. J., U. S. A.

To convince you of this we would not want to hit you on the head with a bat. One reason is because we could not offer the excuse of the prisoner, who, when he was asked why he had hit a man on the head with such a weapon, replied, "Because he was 'balled' headed." We had rather have you give our tires a trial, then you would believe it.

Mention The Bearings

O. C. Tires
I. C. "
G. & J. "
Crescent "

First Quality Only.
Quality Will Tell.

How is this for a test? 10,000 miles on a rough road carrying a load of 300 pounds, and the fabric unharmed. All of the above styles will stand it.

Prices Right. Agents Wanted.

GENERAL AGENTS:

M. & M. W. Co., Chicago
(repair punctures free).
H. S. B. & Co., Chicago.
Goodyear Rubber Co., N. Y.

Mention The Bearings

TRADE NOTES.

M. Newman & Co. are so rushed with orders for their Nonpareil bloomer suits that they have been obliged to double their force.

If all of the dark horses picked out to win the Chicago road race prove to be winners there will have to be about 300 first prizes.

The Englewood Wheelmen, of Chicago, held a large "stag" party last Saturday night that was attended by over 500 wheelmen.

Washington Park is the rendezvous of South Side riders in Chicago. Last Sunday bicycles far outnumbered the carriages in the park.

The road between Elgin and Aurora, part of the famous century course, is being torn up. An electric railroad will be run between the two towns.

It is wonderful how the demand for tandems keeps up. There were at least a dozen callers at THE BEARINGS' office last week looking for double machines.

C. E. Patterson, of the firm of Allen & Patterson, of Los Angeles, Cal., Stearns agents, passed through Chicago this week. He has been in Syracuse getting a supply of Stearns bicycles. He says that the factory is rushed to death trying to fill orders.

The Miliman Mfg. Co. has moved from 9 Madison Street, Chicago, to larger and better quarters at 6 Monroe Street, where it is prepared to build wheels to order. It will carry a full line of sundries and a few new wheels Its day storage facilities are of the best and are furnished with toilet-rooms and lockers for their customers.

The Acme Puncture Proof Co., of Chicago, are well pleased with the business that they are having this season. Their orders are more than keeping up with their capacity for turning out the puncture-proof strips and these orders are coming not only from all over this country but from several foreign countries as well. The strip is much improved and to tourists is particularly valuable.

The New York Standard Watch Co. ventures a very strong statement in its recent advertisement in which it declares that no article produced in late years has so quickly reached a maximum of success and universal favor as its new specialty, the Standard cyclometer, and this responsible company would not likely make a statement that was not fully warranted by the facts. Certainly the success of this device, in the short time that it has been introduced to the trade, is phenomenal, marvelous. Notwithstanding the company has increased its daily output of Standard cyclometers to 2,000, it is rapidly falling behind its orders, and jobbers at all the distributing points are calling urgently for more.

SECURE

$2.00 HIGH GRADE BICYCLE

Should yours be STOLEN while you are a MEMBER of the A. W. P. ASSOCIATION.

MEMBERSHIP FEE, $1.00
ANNUAL DUES, $1 00

If a member's wheel is stolen, we loan, FREE OF CHARGE, another wheel, conforming as near as possible to the one lost, said wheel to remain in HIS or HER possession until the lost wheel is restored.

Don't wait for yours to be STOLEN before you secure protection.

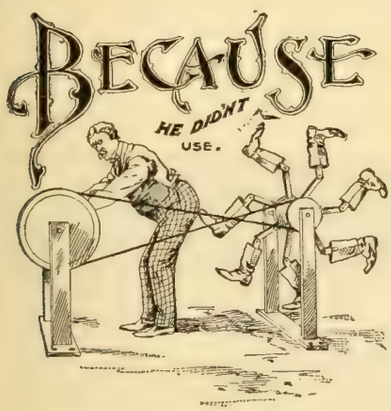
American Wheelmen's Protective Assn.

Incorporated under the Laws of Illinois, 1894. Capital, $50,000.

W. S. DEMOREST, Pres. ABBOT BASSETT, Vice-Pres. E. D. SNIFFEN, Sec.

Offices, Marquette Building, CHICAGO.

AGENT WANTED IN EVERY CITY. Mention The Bearings



WOOD RIMS coated with GLIDDEN'S TRANSPARENT WOOD ENAMEL never wear out. BICYCLE FRAMES coated with GLIDDEN'S PROTECTIVE BLACK always look good as new. BICYCLE ENAMELS made in all colors. Write for prices and information to the ORIGINAL and ONLY MANUFACTURERS.

THE GLIDDEN VARNISH CO.

Put up from Quarter-Pint Can to Barrels.

CLEVELAND, OHIO.



GLIDDEN'S PROTECTIVE BLACK and GLIDDEN'S TRANSPARENT WOOD ENAMEL.

RIDERS, ask your dealer for a can and accept none but the ORIGINAL GLIDDEN BRAND.

A BRAKE

to be useful must be light, strong, cheap, and noiseless. The ELLWOOD brake is light, cheap, strong, noiseless, pretty, and

Price, only $3.00
Weight, 4 oz.

AUTOMATIC,

absolutely automatic. Quick in action, weighs 4 ounces, costs $3. Beautifully nickeled and handsome in appearance. Small in size and adds 100 per cent to the appearance of any wheel. Will fit all makes of wheels. Adds to the saleability of all bicycles. No wheel is complete without it.

WESTINGHOUSE

did for the railroad train what we have done for the bicycle. Thousands of riders are sounding its praises daily.

TIRES.

No wear on the tires; no foot needed to operate it; no rattling on the chain; no unsightly handle on the bars; no wires and gum sticking in the way; no noticeable increase in weight.

The Ellwood Cycle Mfg. Co.

Pittsburg, Pa.

Mention The Bearings

MANUFACTURERS,

do you want to increase the sale of your wheels? Dealers, do you want to make money? Riders, do you want the finest and grandest improvement ever put upon the bicycle? Agents wanted everywhere in the United States and Canada. Sample sent on receipt of price. Remit by P. O. money order, draft, or stamps.

TRADE NOTES.

Warren, Brown, and Maddox, who compose the Sterling team, are training in Chicago.

The Pope Mfg. Co. has decided to offer a Mason & Hamlin upright grand piano (value, $925) to the bicycle club of the United States whose member, mounted on a Columbia bicycle and Columbia single-tube tires, shall between May 1 and October 1 make the best time for the distance in a twenty-five-mile road race in this country. The rules governing the contest will be those of the Century Road Club for such events, and the awarding of the prize will be subject to the decision of the road records committee of that organization.

From the following list of callers at the Black Mfg. Co., Erie, Pa., it might be inferred that this firm kept open house last week. The following gentlemen called and intimated that Tribunes were wanted by their customers and that they would like to be able to supply them: W. Jarvis, of Studley & Barclay, Grand Rapids, Mich.; Geo. S. See, of the Frank T. Miles Co., Cincinnati, O.; B. H. Divine and Chas. H. Childs, of Utica, N. Y.; H. C. Martin, of Buffalo, N. Y.; W. F. Sayle, of Collister & Sayle, Cleveland, O.; C. M. Traver, of Conneaut, O.; L. S. Van Orman, of Rock Creek, O.; Morey, of Rochester, N. Y.; J. P. Peabody, of Geo. W. Johnson's sons, Wheeling, W. Va.; C. L. Barnard, of Dodgeville, O.

The C. B. Rice Co., maker of Ontario bicycles, has one of the "catchiest" catalogues of the year. A cute little Japanese lady on a bicycle adorns the front cover.

H. A. Lozier & Co. have evidently expended considerable time and money on their catalogue. Besides telling all about Cleveland bicycles, many pictures of cycling scenes are scattered through its pages.

BISMARCK IS A GREAT MAN

THE BISMARCK WILL BE A GREAT BICYCLE

RALPH TEMPLE CYCLE CO., 2208 MICHIGAN AVE., CHICAGO, ILL.

"THREE IN ONE" COMPOUND FOR BICYCLES.

REGISTERED. 3 TRADE MARK.

1.—**Cleans** a bicycle—chain, frame, wheels, and nickeled parts—in 10 minutes.
2.—**Prevents** sweat of the hand, water, and salt air from **rusting** the **nickel** and **steel**.
3.—**Lubricates Chain** and **Bearings**. It will not gum, collect dust, nor soil the clothing.

Manufactured by **G. W. COLE & CO., New York and Chicago.**

Mention The Bearings — Send 5 two-cent stamps for sample in oiler.

GOOD AGENTS
LIVE AGENTS
WEN THAT CAN SELL WHEELS

WRITE
KEATING WHEEL COMPANY
HOLYOKE MASS

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House **is Headquarters for all Wheelmen....**

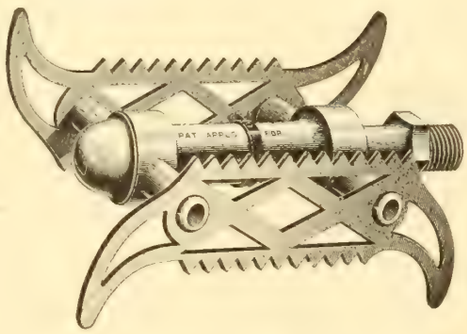
The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

A Mechanical Revelation to the Cycling World.

HIGHEST GRADE. ... HIGHEST PRICE.



CAN BE APPLIED TO ANY MACHINE.

Record Pedal Mfg. Co.

243 Columbus Ave.,

ARTHUR SIDWELL, Mgr. BOSTON, MASS.

Mention The Bearings

It's a good thing and you can push it along.

WHAT IS? WHY THE

POORMAN BICYCLE

J. E. POORMAN,

5 WEST FIFTH ST., CINCINNATI, OHIO.

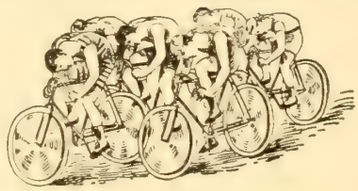
Jobber of Develine Whistles.
Orders filled promptly.

Mention The Bearings

POSTERS

= = AND = =

HANGERS



- - FOR - -

BICYCLE, BASE BALL, TROTTING, RUNNING, FAIRS, ETC.

Calvert Lithographing Co.

DETROIT, MICH.

Mention The Bearings.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEWING GUM

CHEW WHITE'S YUCATAN GUM.

To relieve the distressing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, **CLEVELAND, OHIO, U. S. A.**

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XI

No. 15

CHICAGO, MAY 10, 1895.

WHETTED THEIR APPETITES.

San Joseans Crazy for More Bicycle Races—Wilbur Edwards Retires from the Track.

SAN JOSE, CAL., April 29.—Even though a whole week has passed since the great meet of the Garden City Cyclers, the races still continue to be the talk of the town, and instead of satisfying and allaying the enthusiasm of the cranks, the two days' feast has, seemingly, just whetted their cycling appetites. In view of the great demand for more races, the Garden City Cyclers will, in all probability, apply for another sanction between now and the Fourth of July, the date fixed for the great meet under the auspices of the northern California Division of the L. A. W.

The retirement of Wilbur Edwards is the cause of much regret on the part of all California lovers of the sport. Edwards was

A Racing Man Simply from Love of the Sport.

He has a splendid education, being a graduate of Stanford University, and his parents are among the most highly esteemed and well-to-do people of San Jose. No other racing man in California has done more to make cycling popular as a distinctly gentleman's sport. In all his career there has never attached to Wilbur Edwards the slightest taint of trickery or crookedness. He retires with the credit of having ridden the fastest mile ever made on a bicycle, and with the coast records of a mile and half-mile in competition to his credit.

Allan N. Jones has formally announced his intention of entering the Class B ranks, and will start in the two-mile and mile handicap events at Oakland on Thursday next. The speedy youngster was seen at his College Park home Saturday evening. He was as rollicking as a happy college boy, and talked freely of his future plans. They will surely be of interest, for it will not surprise people out here one bit

If Jones Runs Away from Eddie Bald.

Asa Windle acknowledges that Jones will prove far more dangerous a competitor than any other man on the coast, and when it is known that Jones is given a 100-yard handicap in the two-mile race next Thursday it is hard to see how he can lose. Allan intends, however, to win on the homestretch sprint if possible, believing he can beat Bald out. If he does he will own this town, and the cyclers will give a grand banquet in his honor. The Oakland meet will determine whether or not Jones will be seen on the national circuit.

Casey Castleman, the Los Angeles flyer, is still in San Jose, and was to have gone for the twenty-five-mile track record Saturday, but rain prevented. Weather permitting, the trial will be made tomorrow or Wednesday.

During their stay in San Jose Bald and Macdonald have, in a measure, been lionized by the very best people of the Garden City. As guests of the Garden City Cyclers the homes of the most refined people have been open to them, parties and receptions have been given in their honor, and it will not be surprising to San Jose at all if Apollo Eddie should return to San Jose next winter and become a permanent resident member of San Jose's social circles.

The Falcon Coast Team

for '95 will consist of Oscar Osen and Russell Cushing, two of the speediest men of the Garden City Cyclers.

The poor showing made by Otto Ziegler at the initial meet is easily accounted for. Late hours, papa's pool table, and attractions in other late hour resorts do not fit any racing man for such struggles as those. Ziegler was expected to win April 19 and 20. Ziegler learned a bitter lesson and will, no doubt, profit by it.

Even though the national circuit races here are more than six months ahead, cycledom is already talking about them, wondering if the manufacturers will send Sanger, Johnson, Cabanne, Titus, Murphy, Bald, Macdonald, and the rest out this far west to do battle. It is certain that the outlay of money will be a good investment, for there is no greater market for wheels in the United States than California, and San Jose is the hub of Pacific coast cycledom.

Winder Reaches San Jose.

T. W. Winder, the bicyclist who is endeavoring to ride around the coast and border line of the United States for the Buffalo *Express*, arrived in San Jose Saturday evening, and stayed over night at the St. James Hotel. The distance he has to cover is estimated at 21,600 miles, and he is expected to cover it in 300 consecutive days, an average of seventy-two miles daily. To a BEARINGS' correspondent Winder stated that since leaving New Orleans on March 14 his ride had been over a continuous stretch of miserable roads until he reached Banning in Southern California. For 1,200 miles in Texas Winder was compelled to follow the railway, there being no roads whatever. The railway being ballasted with rock, made cycling very tiresome.

Winder met with many exciting experiences and monotonous ones as well. His tire was punctured no less than eight times in one day and many times he was compelled to carry his wheel in order to make any progress whatever. On one occasion he was chased by a Texas section hand with a crowbar, the man threatening to

Brain Him for Riding on the Track.

Just before entering the town of Richmond Winder was held up by two burly negros. Winder got the drop on them with his revolver, and used them as guides into the town.

Many hardships were encountered through the desert country of Arizona and New Mexico. The days were exceedingly warm and the nights cold enough to form ice. Thirty-eight hours without food made Winder think seriously of "home, sweet home." A can of apricots constituted his diet for one day and fifteen soda crackers another. On the desert sands the glare of the sun was exceedingly painful to the eyes. Winder was in two sand storms, an experience he states that he will never forget. The wind hurled the sand in all directions, and in such dense clouds that the sun was obscured for hours. There was no place to stop and the cyclist had to get along as best he could by sliding one foot along the track.

Winder spoke highly of the courteous treatment he had received since entering California from the wheelmen and residents in general along the route. He has gained on his mileage ever since entering the state. Winder left this city Sunday for San Francisco accompanied by J. B. Carey, of the Cyclers. From that city he goes north by way of Sacramento, Portland, and Seattle. From the latter city Winder goes east as far as Belfast, Maine, thence south along the Atlantic coast to New Orleans.

ECK ANSWERS THE CHARGES.

SYRACUSE, N. Y., May 5.—Thomas Wontanswer Eck was evidently laboring under a delusion when he made the statement that he did not intend to answer the charges preferred by Chairman Geo. D. Gideon, of the National Racing Board, or else E. C. Stearns & Co. used some powerful persuasion. Anyway, yesterday the all-important communication left the Hotel Mowry for Gideon's scene of operations at Philadelphia. Will the chairman smile when he opens the letter? Presumably. Now Eck would not disclose the contents of his correspondence, but Mr. Stearns knows what was contained, and THE BEARINGS' correspondent is well aware that the direct evidence which Eck is furnishing Gideon of Johnson's innocence, deals entirely with two charges in which Johnson is alleged to have broken his contract to appear at the Wilkesbarre tournament, on July 3 last, and also a case of balk at Baltimore. THE BEARINGS published the text of the matter two weeks ago, in that Johnson tried his best to be at Wilkesbarre and missed his engagement through unsatisfactory railroad transportation. Then, also, that it was E. C. Stearns & Co. who entered him. At Baltimore Johnson declares that he was on the spot, and that the trial heats were run in the morning, of which Johnny was not fully aware. Eck states that he believes that Mr. Gideon will understand the matter in the right light, and pass "jedgement" on "Yonny" to the satisfaction of all concerned.

Today the Stearns Louisville team arrived. It includes Steenson, Callahan, L. C. Johnson, E. C. Johnson, and a variety of lesser lights.

BANKER SHUT OUT.

PARIS, May 5.—George A. Banker was beaten in the first heat of the 2,000-yard race at the Velodrome de l'Est today. Baras won the final. At the Velodrome Buffalo Jonwoody got second prize in the race for amateurs

CUTTER WINS THE LINSCOTT.

Practically an Unknown Man Captures the First Big Road Race of the Year—McDuffie Gets Time.

BOSTON, MASS., May 6.—George R. Cutter, of Boston, won the great Linscott 25-mile handicap race yesterday afternoon in 1:12:59. He upheld the traditions of the race by being practically an unknown rider. To be sure he has won place in a few events, but has never won any great races.

The race was an exceedingly slow one, and the man who took first time prize, Eddie McDuffie, rode the course in 1:12:08, fully 7 minutes slower than the record. It was rather different from former Linscotts in this feature, because all former races have produced broken world's marks. There were 250 entries and 218 starters. The big field, the second largest ever started in a road race in America, got off without a foul. The handicapping was of a high order and the winner took an $800 piano as his prize. McDuffie got a $150 diamond for winning the time, and

The Other Time Prize Winners Were

as follows: W. G. French, 1:12:40, taking a pneumatic tired buggy; Monte Scott, 1:12:55, taking a gold nugget valued at $50; George Cutter, 1:12:58, taking a bulldog, value to be proven.

It was an ideal day for road racing. It could not have been improved in any way except the very slight shower, which but served to refresh the weary pedal pushers. Long before the hour set for the start of the race at 3 o'clock, the corner of Eastern Avenue and Phillips Street, near where the tape was stretched, became the Mecca toward which everything on wheels in Malden and the cities and towns for miles around was pushed. The store where the men got their numbers and the training quarters back of it soon became unbearable, and by 2 o'clock were jammed to suffocation.

There was the usual amount of kicking at the handicapper, but he didn't mind a little thing like that. In some few instances, however, the men were moved. It was usually to a lower mark rather than a higher one.

The Police Arrangements Were Exceptionally Good,

and it is safe to say that there never has been a road course so well cleared and kept so free from meddlers as this course yesterday afternoon. Long ropes were stretched along the start and the officials were for the first time allowed to occupy the stands at either side of the tape with safety and convenience.

Fully 6,000 people surged about the tape at the start, and as far as the eye could see up Eastern Avenue, along which the course lay, the street was black and hidden by a dense mob. Reports from all along the course allow the statement that fully 60,000 people saw the event, the largest company of people who ever saw a road or track event in the country.

Be it said to the credit of the starter, the clerk, and his assistants that there was no dreary waiting. At half-past 2 o'clock the men were moving slowly to their marks, designated by signs on trees and posts along the road, and here again

The Officers Rendered Valuable Assistance,

both in keeping the crowds back and showing the contestants their positions. When all had gotten up and were ready to move up to scratch as fast as the different divisions left, the line stretched far across Eastern Avenue and down Phillips Street.

It was exactly 3 o'clock when Starter A. D. Peck, looking over Timer J. E. Saville's shoulder, shouted "Go" to the limit men, who started just 8 minutes before the scratch men got away. In this bunch there were none scratched, all five starting. The men got away with not a serious mishap of any kind, and a few seconds after the last man had pushed up over the hill the telephone, which was stationed at the finish and connected with various points along the line, announced to the crowd that the limit men were passing through Maplewood. From this time to the finish that man on the telephone was a highly appreciated personage.

The Chicago Scratch Men, Holmes and Peck,

did not show up. Buffalo and Plainfield were represented, however, and their men did good work. Weinig, of Buffalo, and a very powerful man, pushed his sprocket wheel off at the tape and was obliged to quit. The race from start to finish was an exceedingly hard-ridden one on the part of Cutter, whose course it is interesting to follow. He had a handicap of 2:15 and started out to ride hard. He had with him Saunders and Pettigrew, who worked with him well and when they had reached the first railroad crossing in Malden he had caught the bunch in front—the 2:30 men—and was just closing up with them when down went the gates and a long freight crawled by. This caught him. By this time Mayo, Caldwell, and Robson had reached him from the :45 and :30 marks and the bunch closed up fast as they waited for the train to go by.



THE W. C. SANGER OF 1892

The limit men were speeding on toward the turn and just as the scratch men were expected the gates lifted and Cutter jumped out and set pace. Just beyond they caught Tom Butler, and Mayo fell, bringing down the bunch.

French and Butler picked themselves up and went on, and in a moment the rest did the same, but in a few yards down went Mayo again and withdrew. Cutter really took the first step to the goal at the very first turn to the left, when he jumped his men and set out for the next bunch.

Through Medford and Arlington the men went, Cutter drawing ahead of the crowd slowly but steadily, and at the checker at Pleasant and North streets, about three miles from the turn, he had jumped into the first twenty-five. He was here leading a large bunch of men, some of them high-mark men and riding strong and well.

At this point H. D. Merritt was leading and he drew out behind him a long string of novices. A. L. Bianchi was the first man from a mark under 5 minutes in the first dozen, and he was well up in the bunch. The scratch men were still far in the rear and were riding in this order: Butler, McDuffie, Callahan, and Barnet. It seemed impossible for them to catch the crowd at all.

At the next turn, the corner of North and Quince streets,

Merritt Still Held his own at the Head of the Bunch,

and Lewis, a 5-minute man, had jumped among the first five from far down the line. Urch, of Boston, had made a good jump too, and Bianchi was just behind Cutter, who led the long crowd round the turn and they squared away for home.

There was little change on the way home, except the gradual moving up of the scratch men, some few of the high-mark men getting convinced that road racing was not their forte and dropping out altogether. Cutter slowly drew ahead of the field and one by one he distanced his men. About three miles from the finish, Waitt, of Walden, was leading, followed by Paulin, of Boston. It was just here that Butler began to go for the finish, and from this place he let himself out in good style.

The finish was one of unusual brilliancy. Cutter and young Ingraham came to the tape together and long before they reached the scratch it could be seen that both were working all they knew to reach the tape first.

A Great Yell Rose from the Thousands of Throats.

Each man was working his last pound of reserve strength and Ingraham was leading. It seemed as if the wheels hardly moved, so slowly did they come along.

Within ten yards of the tape Ingraham was leading, but Cutter forged slowly to the head, and just as it seemed as if the race was going to be a dead heat Cutter pumped an ounce more and won by a hair. Then for 3 or 4 minutes there was a continual stream of finishers. In the first 2 minutes after Cutter crossed, forty-six men crossed the tape after him.

Immediately after the last man had finished the judges and timers adjourned to the rooms of the Malden Bicycle Club, where times were figured and places assigned as by the appended list of seventy-two men who took prizes:

The Finishers:

PO.	NAME.	HP.	TIME.	PO.	NAME.	HP.	TIME.
1	George Cutter	2:15	1:12:59	37	C. D. Doubleday	4:45	1:17:01
2	J. F. Ingraham, Jr.	6:30	1:17:06 3/5	38	Oscar Headstrom	2:15	1:14:33 2/5
3	F. A. Barnaby	6:30	1:17:16	39	B. F. Girard	4:30	1:17:00 3/5
4	A. S. French	7:00	1:17:49	40	W. A. Marrill	7:00	1:19:33 2/5
5	D. Turner	5:00	1:52:32	41	W. S. Ellis	4:30	1:17:33 4/5
6	C. G. Andrews	6:45	1:17:40	42	W. Sencor	2:00	1:14:09
7	E. J. Boyle	7:00	1:17:56	43	A. J. Buckman	4:45	1:17:25 1/5
8	J. Paulson	3:00	1:13:57	44	Monte Scott	Sch	1:12:55
9	P. J. Stoughton	5:15	1:16:13	45	J. P. Clark	2:00	1:14:56
10	F. W. Stockbridge	4:45	1:16:00	46	H. E. Walden	3:30	1:16:27
11	H. Becker	7:00	1:18:20	47	E. J. Clark	3:30	1:16:28
12	H. D. Merritt	7:30	1:18:50 3/5	48	E. O. Peabody	:30	1:13:29
13	G. M. Richardson	6:45	1:18:08	49	C. M. Donohue	4:00	1:17:00
14	C. J. Lewis	5:00	1:16:23 3/5	50	A. B. Spiers	4:00	1:17:01
15	A. L. Bianchi	4:15	1:15:41	51	W. M. H. Greenhill	5:30	1:18:32
16	E. Urch	4:30	1:16:03	52	C. R. Anderson	5:00	1:18:05
17	Unknown		1:19:30*	53	E. P. Sermat	5:30	1:18:56
18	W. E. Pratt	4:00	1:15:06	54	A. F. Kendall	4:00	1:17:08 2/5
19	George Dorr, Jr.	2:30	1:14:07	55	F. C. Bodman	4:00	1:17:08 2/5
20	F. E. Kent	6:30	1:18:08	56	W. P. McCaff	5:15	1:18:29 3/5
21	Unknown		1:19:39*	57	C. F. Williams	3:15	1:16:34
22	W. B. Baker	4:15	1:15:55	58	G. A. Vakampman	6:30	1:19:50
23	Fred St. Onge	3:00	1:14:46	59	A. S. Barnet	Sch	1:13:21
24	F. J. Elmer	2:30	1:14:07	60	E. M. Bolton	6:00	1:19:23
25	G. E. Buckley	3:30	1:15:18 1/5	61	W. H. Gibson	6:45	1:20:10
26	A. R. Durig	6:30	1:18:19 2/5	62	C. D. Ross	7:30	1:20:59
27	T. S. Butler	1:30	1:13:24	63	H. D. Williams	5:30	1:18:50
28	W. G. French	:45	1:12:40	64	H. J. Fribey	6:45	1:20:17
29	C. J. Swanson	2:15	1:14:11	65	J. A. Litchfield	5:00	1:18:41
30	G. L. Doucette	3:30	1:15:27	66	J. C. Block	6:30	1:20:12
31	J. J. Walsh	4:00	1:15:58	67	A. A. Seavey	:45	1:14:28
32	T. J. McNichol	5:30	1:07:29	68	F. E. Devlin	2:00	1:15:50
33	Eddie McDuffie	Sch	1:12:08	69	G. A. Perkins	5:00	1:18:51
34	A. C. Barnard	4:00	1:16:11	70	R. C. Burns	5:00	1:18:02
35	E. A. Bailey	5:00	1:17:13	71	L. A. Callahan	Sch	1:13:53
36	F. F. Stephenson	8:00	1:20:13 2/5	72	A. E. King	5:15	1:19:09

*Elapsed.

HAVE FAITH IN ASBURY.

Quakers Feel Sure that the Meet will be a Success, Contrary Reports Notwithstanding.

PHILADELPHIA, PA., May 5.—The most important piece of news within the past week or so was that which came from Asbury Park relative to the squabbling among the members of the various committees, and the report that the success of the meet was being jeopardized. It seems as though nothing else has been talked about, and even though the information is considered untrue and has been denied by the Asbury Park Wheelmen, it has nevertheless cast quite a damper on the spirits of the wheelmen who intend visiting there. Nothing could have hurt the meet worse than these false stories, and it will take quite a while to repair what damage has been done.

The wheelmen of this city, however, have faith in the wheelmen of their neighboring state and do not doubt but what they will bring off a more successful meet than has ever been held. In most instances

The Stories Sent Out Have Been Doubted,

but at the same time they have been detrimental to the reputation of the meet. Boston's stand in the matter—particularly the report that she was willing to take the meet off the Asbury Park Wheelmen's hands—has not been very popular, and it looks as though there will be some opposition from this section if the Bean-eaters apply for the '96 meet, which they will do no doubt.

The story published in last week's BEARINGS relative to the trouble among the various committees, is according to a very reliable authority, absolutely true. It was not, however, of a character that would justify the rather libelous stories that were circulated and was only a repetition of what often happens in any committee.

"The Asbury Park Wheelmen Know Their Business,"

said a well known wheelman to THE BEARINGS' representative last week, "and may be depended upon to fulfill their contract and more besides. They have realized the folly of their little jealousy—which I do not believe amounts to anything—and have put their shoulders together with the determination of bringing the '95 meet to a successful issue."

The eighth annual banquet of the Century Wheelmen will be held on Tuesday night, in the new banquet room of the Lorraine Hotel, and from present indications it will prove one of the most successful affairs of its kind ever held in this city. The committee has been making every effort to make it a memorable event in the club's history, and the Centurions will no doubt turn out in large numbers. Among the invited guests are George Gideon, chairman of the Racing Board; ex-Treasurer "Pop" Brewster, and A. C. Willison, president of the League.

The case of A. J. Geiger, a wheelman, against the Perkiomen and Reading Turnpike Co., has ended in a victory for the defense. Such was the decision of Judge Dean, of the Supreme Court, when the matter came up on appeal from the Common Pleas Court of Berks County, which decided in favor of Geiger. The defendant was incorporated in 1810, and on March 9, 1894, issued an order that persons riding bicycles should pay one cent per mile. In december of last year Geiger was stopped from riding his bicycle through a toll gate until he had paid five cents for riding five miles. He paid the tollage under protest and instituted the suit against the turnpike company to test their right to charge cyclists. The lower court upheld Geiger, but the Supreme Court sustained the company's right to make the charge and says that the rate fixed is within the limits of tolls chargeable under the act of 1889.

The Atlantic City (N. J.) Wheelmen, one of the largest and mest prosperous clubs of New Jersey, are making

Extensive Preparations for the Coming Season.

They have decided to hold a century run to Asbury Park on May 29 and 30, and have invited the wheelmen of the surrounding towns to co-operate with them. It is proposed to leave Atlantic City at 1:30 p. m. on May 29 and go by way of New Gretna, Lakewood, and Eastontown to Asbury Park, arriving there at 6:45 in the evening. The return trips will be made on May 31.



THE W. C. SANGER OF 1895.

SANGER ANSWERS DIRNBERGER.

M. F. Dirnberger has aroused the ire of Walter Sanger, and the big 'un is after "Crimson Rim Mike." Dirnberger wrote a letter to the Buffalo *Courier*, in which he said that Sanger wasn't in his class because he (Dirnberger) had beaten Bald and Bald had beaten Sanger. In a letter to the BEARINGS the Milwaukeean says:

"EDITOR THE BEARINGS: I think that Dirnberger's article is entirely uncalled for, and know of no cause for its being done except that Mike would like to connect his name with that of the Spalding team, or for the reason that during the Chicago cycle show I said that I was in favor of professionalism. Mike took it up, although I said nothing of him, and said through the papers that I was wrong, and that we racing men did not know a good thing when we had it, and to let good enough alone. This I answered by saying that there was not a man in the business who would jump after the "long green" faster than Mr. Dirnberger himself, and he ought to come from behind the white wing of amateurism and show himself as he is.

"I do not Blame Mike for Talking so Much,

but he should talk even more about himself and not try to run down others, especially for no visible reason.

"We said nothing about Mike. Did we?

"Now in regard to trying to compare the season of '93 and that of '94, Dirnberger claims that because he beat Bald, who started as a novice in '93, and Bald beating me in '94, puts him (Dirnberger) in a class by himself and alone. I just wish to remind Mr. Dirnberger that the racing of '93 was not '94 racing, which he may find out for himself.

"Zimmy made his last appearance in '93, consequently I was a second-rate man, or in the second class, but still Dirnberger was obliged to look a a second-rater's hind wheel more than once during that season. Now I don't think I jumped on Mike after his sickness and think it a small trick and a cheap way of advertising himself by jumping on me or hitting a fellow when he is down. And why should Mr. Dirnberger consider me and jump on me so hard, if I am such a slow man and if I have to beat others before even having any right to start with him. I am sorry for Mike. It's the same old thing and looks too much like a drowning man grabbing for the last piece of floating straw. If I am not in his class I think I have a couple of team mates who *are* and when he finishes ahead of them he will know he has been in a bicycle race.

Cabanne is willing to try his luck at the game in the shorter distance races and Titus will not be far behind the bunch at the tape.

If Mr. Dirnberger will let the Spalding team know of some big meets where he will appear to show his superiority over them, they will be

"Only too Glad to Accomodate Him

not only in one respect, but in any way he wishes; and if it is not too early in the season I will try my own hand at it; but I am coming rather slow at present and must be riding fast enough so as not to disgrace my Buffalo friend.

In conclusion will say that our Mike had better beware of underrating the Spalding team, for at the close of the season he may find that he has greatly overrated himself and may find himself in a slower class than he now is, or than those whom he thinks have no right to even race in races in which he is a starter.

"Hoping Mr. Dirnberger will allow this to close our public correspondence, with the exception of letting us know of two or three of the meets at which he will appear when he is at his best, as we are looking for cheap advertising. "I am, yours truly,

"BIRMINGHAM, ALA., April 30. "W. C. SANGER."

THE PRELIMINARY MEETING.

NEW YORK, May 7.—The executive committee of the National Cycle Board of Trade met today, Messrs. Spalding, George Pope, McKee, Coleman, and Wilson being present. The contracts for the western and eastern shows were approved. After 2 hours' session the committee adjourned to convene with the board of directors.

At this last meeting six new firms were elected to membership, and the executive committee was instructed to arrange the regulations governing the two shows at once. The committee will prepare a form of guarantee for makers and dealers, and will also ascertain if the manufacturers favor uniformity in certain cycle parts. Collection bureaus will be formed

REVIVED THE CLUB.

ST. LOUIS, MO., May 8.—At the meeting of the Pastime Athletic Club last night Willi Brown was elected president, and the proposed sale of the clubhouse at auction was withdrawn. The club will still continue in existence and under the new management will likely receive heartier support than has been accorded it in the past.

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All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

GEO. K. BARRETT, EDITOR.

ABOUT SPRING MEDICINE.

Time rolls on and with it customs change. The custom of taking spring medicine, however, is as old as the hills, and still continues popular, but the quality of the medicine has altered so that the boy of fifty years ago would not recognize the spring blood purifier of today as the spring medicine of his time. In the days of our grandfathers and grandmothers custom sanctioned the infliction of treacle and sulphur in allopathic doses for the ultimate good that it was supposed to do. Our fathers were not so barbarous and indulged in spring medicine in the shape of sarsaparilla, and even today we read on every other fence and brick wall the statement that "Good's Cures," and that "Hair's is Better," but we are beginning to learn that these statements are from prejudiced sources and are giving them less heed than we did once. In fact the coming generation realizes the fact that the going generation has taken into its collective stomach altogether too many decoctions that it would have been better off without. It has come to learn that the very best medicine is exercise and fresh air, to say nothing of its being so cheap. Nature is a physician, who, if consulted in time, seldom fails to cure, and her charges are *nil.*

All this conglomeration of words means that if you, dear reader—that custom of addressing the "dear reader" is one of the old customs that is still used to some extent—means, then, dear reader, that if you feel your blood running sluggishly in your veins and are possessed of a slice of that very abundant "tired feeling" that is so prevalent in the spring time, you can best cure it by getting on your bicycle and going for a long spin every day. You must be careful not to overdo at first, for it will not take you long to get so that you can spend as much time on your wheel as your business and your home duties will allow. If you happen to put on one or two heavy sweaters and come home dripping with perspiration and strip off and take a good hard rub with a rough towel, the medicine will take better effect. In this connection we wish to say to the section of the 400 that has taken to cycling, that if it is against the ethics of swelldom, as we have been informed, to perspire, then the wheel must be ostracised from the 400 or swelldom's ethics must be changed, for cycling and summer time are always accompanied by perspiration.

So much for Spring Medicine.

THE RACING MEN'S OPPORTUNITY.

The present situation in racing affairs affords the men in Class B a long looked for opportunity to force an issue on the matter of professional racing. Last year the men were more than eager to see the establishing and recognition of professionalism, but the situation then was such that there was little or no hope of their succeeding if they had attempted to force an issue. This year all is changed. The public has come to recognize the fact that Class B men are really professionals and a change in name would make little or no difference in the manner in which the public, on whom falls the responsibility of making a "gate," would regard the men. This is an important factor in the case, for, if the public failed to patronize the races given for professionals, professionalism would fall flat. There need be no fear on this score at the present time, however. Add to this fact the one that there are now enough men in Class B, so that if this class were divided there would be enough men in each division to make good and exciting races, and the further one that Chairman Gideon, of the Racing Board, is heartily in sympathy with professionalism and will, to the best of his ability, give his aid and sanction to it, and we have a situation of which the racing men are masters. It needs but concerted action on the part of a score of the better ones to make the long talked of and much longed for era of out-and-out professional racing an assured fact.

If the men have the desire that seemed uppermost in their minds last year and will work together, they can see their desires realized in short order. All that they will have to do is for a score of them to get together at the first opportunity and bind themselves to turn professionals on a certain date and to let the fact be known at once. By taking this step they would make no end of newspaper talk, would awaken public interest, and would force the race promoters to provide professional events on their programmes. If such a step is taken, the sooner that it is done the better, for the race promoters must have time to arrange their programmes.

There is a mistaken idea abroad that because men are professionals they must, perforce, ride for nothing but cash. So far from this being the case there is no reason on earth why race promoters can not give the same prizes for professionals that they now give for Class B men, but they would have the option of offering money where they so desired and the racing men would have the option of accepting cash in lieu of merchandise wherever they could get it. Cash prizes would not prevail universally at first but in the course of a season the race promoters would get down to a cash basis and then professional racing would be on a firm footing.

There is still another view to be taken of the case. There are but few men now in Class B who could not be made professionals if all the facts in connection with their racing careers were known, and Chairman Gideon not only knows it, but is hot on their trails. He is now after Johnson's scalp, and will probably get it, and—well, "there are others." It will be far better for the men as a body to get together and bind themselves to turn professionals rather than wait and be forced into this class one by one. If they do wait for the Racing Board to force them out of Class B they will be out in the cold surely enough. Race promoters will not give races for one, or two, or half a dozen men, and even if half the men in Class B were made professionals one by one, they would not wield a tithe of the influence in providing a place for themselves that they would if they all made the jump together. They will find it better to jump than to wait to be "shoved."

The Referee is to be complimented on the excellent number that it got out last week, the occasion being the seventh anniversary of the birth of the paper. Particularly interesting is the article describing the manner in which the paper is gotten out and the people who help to make it up. There are few men not actually in the cycle newspaper business who realize the care, system, and work that is required to get out a first-class bicycle paper.

With Frank Egan on *The Wheel* that paper should be an ardent supporter of professionalism. Egan is one of the oldest and most vigorous advocates of cash prizes in the country.

A HARE AND HOUND CHASE IN CALIFORNIA.



Cleaver and Ulbricht fording the Los Angeles river.

AULD LANG SYNE.

Zimmerman began his career as a cycle racing man at about the same time that THE BEARINGS first made its appearance. It is interesting to turn back to the early numbers of the paper and to note his progress. At the great tournament at Peoria in the fall of 1890 he first sprang into real prominence. He then had no performance to his credit that would have justified the handicapper in giving him less than the seventy-five yards that he was given in the two-mile handicap the first day, over Willie Windle, who was on scratch, and who, up to that time, was the undisputed champion of the country, with a record of never having been beaten in a scratch race, and with fifty-six straight victories to his credit. Windle did not start in this handicap, and Zimmerman got no better than fourth, the time of the race being 5:10. The one-mile competition record was broken that day by Peter Berlo, who rode in 2:37⅕.

But it was before the handicap was run that Zimmerman distinguished himself in a quarter-mile-scratch race. Windle won his heat and Zimmerman won his. In the final heat Zimmerman won, surprising the racing world of that day as much as the rider who beats him from scratch will surprise the racing world of today. In describing the race THE BEARINGS said: "Windle appeared to have the race well in hand when Zimmerman came on in the last fifty yards, and by a phenomenal burst of speed nipped him almost at the tape. Windle smiled and nodded graciously to the victor as he sat up."

It was in the ten-mile race the next day, however, that Zimmy really convinced the spectators that his victory was not an accident and was the result of superior speed. We quote again: "The ten miles was a beautiful exhibition and undoubtedly *the* race of the meet. In it Windle again met defeat in the last few yards and again in the cyclonic spurt of Zimmerman. But Windle neither smiled nor nodded this time. The writer was close up and watched Windle's face as the two sat up immediately after crossing the line, and it was a study. He shot a side glance at the New Jersey cyclone and, as far as his immobile, passive, determined looking countenance could express it, showed only too plainly his surprise, the words 'Well, what the devil sort of a rider is he, anyhow?' seemingly on his lips. It was a desperate finish; not a soul in the grand stand but what held his breath or was on his feet during the last mile. The terrific finish down the homestretch is worthy of reproduction on canvas. . . . . But if Windle was to be defeated by an athletic club amateur it could not fall more graciously than to a N. J. A. C. man, for, while the others were accompanied by a full retinue of trainers and bottle holders, the New Jeasey team came unattended, did most of their training uncoached, and took care of themselves. That one of their number should be the first one to break Windle's chain of successes was the more honor to him. Zimmerman bore his honor modestly, a pleased smile and a laughing eye showing he felt satisfied with himself."

The number of men who have defeated Zim since that day can be counted on one's fingers.

GOOD ROADS BANQUET.

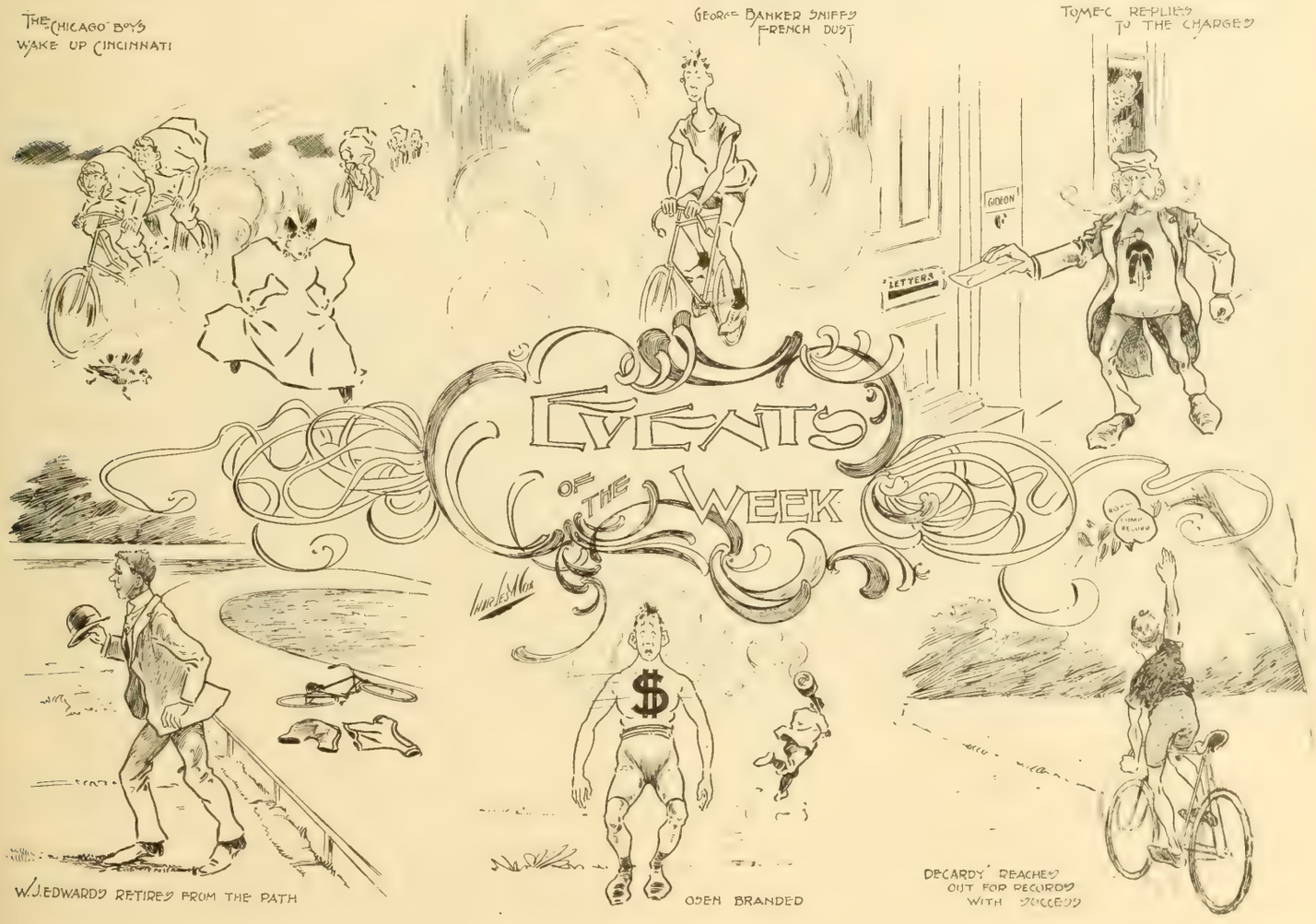
SPRINGFIELD, MASS., May 6.—The good roads banquet with which the Springfield Club celebrated its fourteenth anniversary May 6 at the Massasoit House last night was the most brilliant event in the history of the club. Though last year was conceded a great success, this year was much beyond it, both in arrangements and brilliance of speeches delivered. Rev. George C. Baldwin, of the First Baptist Church, acted as toastmaster and the speakers were Gov. Frederick T. Greenhalge, Congressman Gillett, Judge W. S. Shurtleft, Mayor Long, Sterling Elliott, chief consul Massachusetts Division L. A. W., Senator Edward S. Bradford, Rev. F. S. Goodspeed, Hon. William H. Haile, Col. H. A. Thomas, Col. A. H. Goetting, and others.

The state highway commission of Vermont has begun active operations this week and will improve the roads of the state if hard work and careful instruction of local road workers amounts to anything. The commission has been investigating for two years and has now begun directing the movements of road building in every town in the state.

The riding season in this city has started in faster and more furious than ever. The past two weeks has been remarkably good weather and everybody who can muster a wheel of any variety and of certain or uncertain age is out. There never was such a sale of wheels before in the same length of time and the demand is constantly increasing.

Arrangements are nearly complete for the annual twenty-mile road race at Lima, Ohio, on Decoration Day, and everything points to a grand success. Last year over 20,000 people witnessed this race. The G. A. R. is working with the wheelmen. The race is called for 3 p. m. to enable the old soldiers to get through with their services. The first time prize will be a diamond ring worth $150; second time prize will be a medal worth $50. The first place prize will probably be a Columbia racer. There will be about fifty prizes in all. F. E. Harman will furnish entry blanks to all who desire them.

H. A. Githens, of the Gormully & Jeffery Mfg. Co., has returned from a three months' trip in the west. He found Rambler bicycles easy to sell and did a fine business.



WISCONSIN STATE NEWS.

What the Clubs in the Badger State are Doing—Superior's Proposed Race Meet.

MILWAUKEE, WIS., May 8.—West Superior will boom this year if energy and hustle in the interest of cycling will make it so. The sport has always been popular there, but it is only recently that a new club has been organized in the city. This club consists of some of the most influential men of the city, who realize the importance of cycling. The Chamber of Commerce also has seen the good of having racing men from other cities come to the place and when they go home talk about it, and therefore has decided to help promote a race meet that will be held there. A committee has been appointed by the Chamber of Commerce to confer with the club, and it has been decided to hold the meet from July 16 to 19.

LaCrosse Race Crazy.

At LaCrosse the wheelmen also will be in line with the spirit of the time. On Memorial Day a large road race will be held, and in the afternoon a tourney will be run off at the trotting park. The event will be of a purely local nature, but it has been also decided to have running races and a game of baseball.

Oshkosh's 1,300 unorganized riders are going to form a club. A meeting will shortly be held at the city hall when an organization will be perfected. It has been decided to admit ladies to membership, but to bar all dealers and bicycle agents.

Janesville's Arrow Club proposes to build its own clubhouse. The club has offered a gold medal to the rider making the most miles in the club's road events.

The Kaukauna Bicycle Club has been organized with the following officers: President, L. E. Sargent; vice-president, Dr. H. B. Tanner; secretary and treasurer, William Nugent; captain, J. N. Trout.

A company is being organized at South Milwaukee for the purpose of constructing

A Race Track for Bicycle Racing,

a baseball park, and a boulevard. The enterprise is headed by L. A. McElroy, George Morgan, and P. H. Loftus.

Great interest is being taken at Green Bay, Oshkosh, Appleton, and Fond du Lac in the proposed relay race which will be run on Memorial Day from Green Bay to Fond du Lac. It was formerly the intention to extend the race to this city, but on account of other matters that are pending here for that day it was decided to have the finish at Fond du Lac.

The local division officers in this city are now engaged in looking up the law in relation to toll roads. There are in this county and in other parts of the state a number of roads on which a high toll is charged the wheelmen. The roads are in no better condition on a whole than the average country road. The division officers do not believe that it is just to

Charge Wheelmen Exorbitant Tolls

for the privilege of riding over poor roads, and if it is found that the companies are doing it illegally, suits will be brought and the case tested in the courts. The committee appointed to investigate the matter has been trying to get a copy of the companies' charters, but so far has been unsuccessful. There is some talk of the county buying up all the toll roads, and this may put an end to all trouble.

A letter has been received from Walter Sanger, who is training at Birmingham, Ala., in which he states that he is getting along in better style than he had hoped for, and will soon be able to do some fast riding. He expects to leave for Louisville in a few days, where he will train with his team mates on the new asphalt track. Walter says that the southern climate agrees with him, and that several days ago he could

Ride a Mile in 2:20 Without Great Effort.

When it is considered that Sanger has just recovered from a serious attack of typhoid fever and then has been worried about the murder of his brother Emil, by the latter's brother-in-law, it is most remarkable to think that the Milwaukee flyer should be so successful in getting into condition.

The first of one of the large road races to be run here this year will be held a month from today (June 8). On that day the North Side Club will hold its Silver Springs road race. Beside being the first road event to be held in this city this year, it will also be the first race that has ever been held in this city in which the start and finish are at the same point. A number of valuable prizes has been offered and it is expected that at least 135 riders will be entered. The course is ten miles long and is over good roads. It is triangular in shape and contains no hills.

W. B. Smith, of 5039 Lake Avenue, Chicago, is the first rider this year to ride from Chicago to this city on a bicycle. Smith arrived here last Sunday after a weary journey over poor roads. He remained here with friends for a short time and then took the train back to Chicago.

More Asphalt will be Laid Here this Year.

At a meeting of Grand Avenue property holders the other night it was decided to ask the city to extend the asphalt pavements from Thirteenth Street to Twenty-first Street. Considerable of the pavements will also be laid on the east side. Wheelmen in this city are urging the city officials to use as much of this pavement as is practicable.

Three weeks ago there was not a single lady rider in the state who could say that she belonged to a cycle club. Then the North Side Club, of this city, decided to inaugurate a ladies' auxiliary. Since that step was taken ladies' cycling clubs are sprouting up in all parts of the state, while many other clubs have begun to

Consider the Admission of the Fair Sex

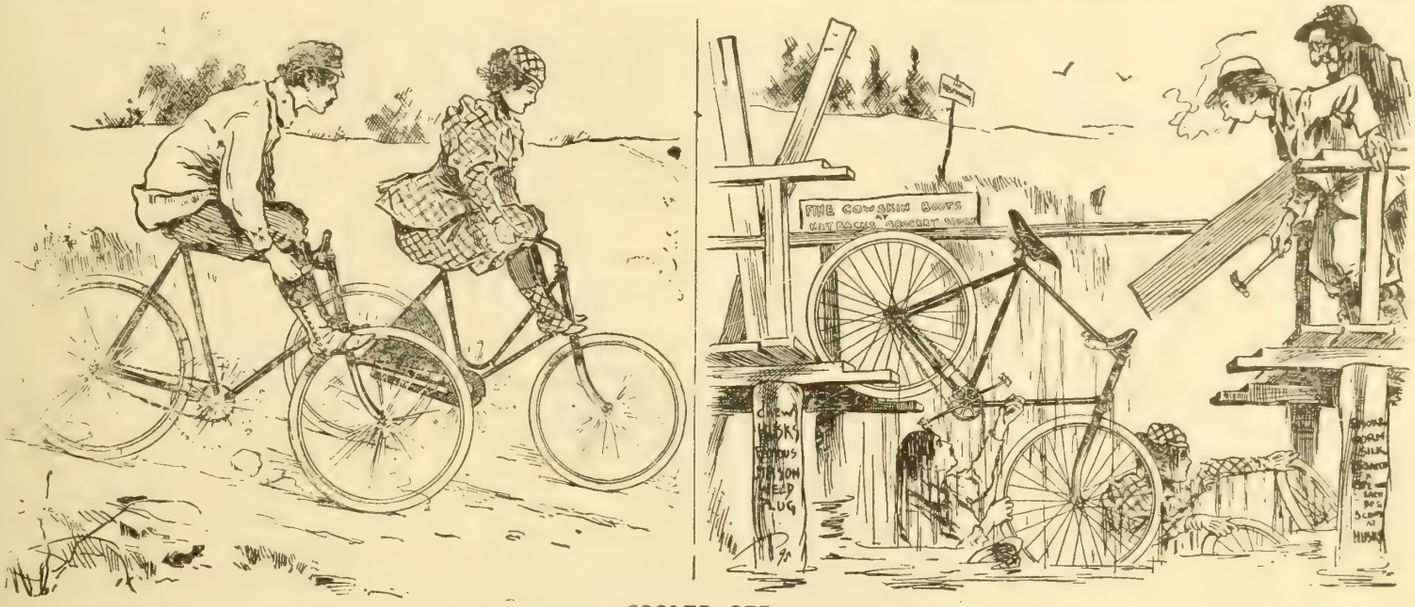
as club members. The Arrow Club, of Jamesville, is one of the first ones that has decided to admit ladies to club membership. Marinette and Menominee are now considering the question. Up at Lake Geneva the ladies are talking of organizing themselves into a club of their own. Port Washington practically has a ladies' cycling club. For some time past there has been an organization known as the Bachelor Girls' Club, consisting of thirteen members. These have all become bicycle riders, and are now devotees of the sport. But while the number of lady riders in this state is steadily on the increase, few women can be found who have taken favorably to bloomers. It is safe to predict that there are four times as many lady riders in this city as there were last year, but few of the new recruits are seen on the streets in bloomers. Reports received in this city from the state are to the effect that few women will dress in bloomer suits. Up at Marinette and Menominee it is reported that quite a number of riders wear bloomers, but the majority of them so far have failed to adopt that style of dress.



A Street Scene in Asbury Park.

No champion is a hero in the eyes of those who built his machine.

From "Judge."



COOLED OFF

AUGUSTUS —"Now, Miss Spinner, we'll take it easy down this long hill and stop at that little bridge below to cool off and get rested."

FARMER GREENE—"Sho', now! I told Rube that jes' as sure as we went ter fix up this bridge some pesky critters would come 'long an' fall through."



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350 W. Jefferson St., LOUISVILLE, KY.
498 Broad St., NEWARK, N. J.
11 E. 59th St., NEW YORK CITY.
30th and Broadway, NEW YORK CITY.
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HANSEN BREAKS THE TWENTY-FIVE.

Long-Distance Rider Succeeds in Breaking State Records for that Distance—Other News.

MINNEAPOLIS, MINN., May 6.—A. A. Hansen chipped off a liberal slice of the state and track record for twenty-five-miles at Minnehaha track yesterday, reducing the record from 1:14:12 to 1:06:36¼. The day was an ideal one, the air being cool and bracing, and the track in fine condition. A large number of cycle enthusiasts was present.

Hansen was in the best form, and he started in at a 2:40 clip. The first five miles he made in 13:14, the second in a little better, making the ten miles in 26:50. The fifteen was scored in 39:58.

On the Fourth Block He Let Down

a little, making the twenty in 53:21. At the end of the first hour he had made 22½ miles. The remainder of the run was made at a terrific gait, the last mile being done in 2:29. Hansen did not appear to be so badly used up as his pacemakers, and says he can go the fifty miles at the same gait. He was paced by tandems and some single wheels. Previous to the twenty-five-mile run, W. E. Becker rode a mile in 2:11, paced by tandems, flying start. Charles Hofer, a St. Paul boy, followed Becker, and covered the mile in 2:12.

Two trials for qualification in the Limited have been held thus far, and only eight have failed to ride in the limit. These trials call for

An Unpaced Mile Inside of 3 Minutes.

Sixty-one men have qualified thus far. The Limited has practically completed its preparations for the Memorial Day races, and the number of entries made promise some fine riding. All the fast men in the Twin Cities will enter, and a number of the best men in Duluth, Superior, Winona, and several other smaller towns have also sent in their names. There will be over twenty-five prizes hung up, many of them valuable ones, and all worth contesting for.

Two new clubs were organized last week, each with

A Large and Enthusiastic Membership.

The ladies and gentlemen of the North Side have formed the North Side Cycling Club, and will give a number of club runs, and also hold several social functions during the season. Another club is confined exclusively to the Rambler riders, and will be yclept the Rambler Club. It will contain about 100 members at the start. There are now six clubs in the city, the aggregate of membership being not far from 800. It is estimated that there

Are Over 10,000 Riders in the City.

The question of requiring every wheelman to register and to carry a bell at all times, and a lighted lamp at night, is being agitated in St. Paul. There is an ordinance requiring this to be done, but so far it has been a dead letter, and no attempts have been made to enforce it. The wheelmen are willing to concede this but they will ask for the passage of an ordinance clearly defining their right to half the street, and punishing with severe penalties those who throw things before them when they are riding in the streets. Only last week one so-called gentleman threw a small box in front of one of a party of riders, wrecking several wheels and

Severely Injuring a Number of the Men.

The only thing that saved him from a well-merited thrashing was the fact that the riders were gentlemen, and preferred to take another course.

Burney Bird is in active training for the Asbury Park meet and is showing some remarkably fast points. Herman Klinsman, a fast man from Rochester, will be one of the Stearns team this season.



EDWARD C. BALD.

CABANNE AFTER DIRNBERGER'S SCALP.

ST. LOUIS, MO., May 6.—Cabanne has the match-race fever, and wants to arrange a series of races with the Syracuse star, Dirnberger, for $1,000, or any part of it, a side. In fact he is so confident of his ability to beat him that he is willing to give him thirty-five yards in a mile, or fifty yards in two miles, the races to take place on any track between New York and St. Louis—at any time after June 10—provided the track is not smaller than four laps to the mile. Shafer has conveyed the above challenge to Dirnberger, but it is not announced whether it has been accepted or declined.

The youngest of the Coburn boys, Will, is likely to show up the best of the lot this year, as he is

Beating the Best of Them at Sprinting

in training, and in a five-mile scratch race, arranged among the riders who were training on the Pastime Track, he beat his brothers—Jack and Dave—and Joe Howard, all of whom were able to beat him last season.

The entries for the Forest Park road race are coming in very satisfactorily, and the field of starters will be double what it was last year. Unless present arrangements fall through the first prize will probably be a piano, while the first time prize will be one of Morgan & Wright's gold bricks. Entries will positively close on June 1, and no entry will be accepted unless accompanied by the entry fee, as last year a strict rule in this regard was not enforced and the association "lost out."

Pastimes Having Trouble.

A notice that was a great surprise appeared recently in one of the daily papers. It was to the effect that the Pastime Athletic Club's clubhouse, on Vandeventer Avenue, was to be sold at public auction on Tuesday, May 28, to satisfy notes and a deed of trust held by Chas. H. Bailey and Isaac W. Morton. The chances are, however, that it will be bought in by some of the members of the Pastime Gymnasium Association, and that the club will be reorganized. Julian Laughlin has resigned from the presidency because the board of directors of the club did not entirely indorse his hobby of competitive athletics for women, and in consequence the ladies' field day is likely to fall through. A meeting of the board takes place Tuesday night to act on Laughlin's resignation. It must be accepted, he says, as it will not be withdrawn. F. W. Buckley, the present vice-president, states that he will not take the position, and it was offered to a prominent member of the St. Louis Cycling Club, who likewise declined the honor. The meeting Tuesday night is a very important one, as the future existence of the club will depend upon the action taken.

Herman Kohl, the Kansas City rider, who made several unsuccessful attempts on the De Soto record last fall, started in early on the same game this season, and

Claims to Have Been Successful.

The time of starting from the St. Louis Cycling Club is given as 5:30 a. m., and 1:17 p. m. as the time of returning, making the total time out 7:47:00, or 16 minutes better than Harding's time. John Kramer is given as the name of one of the timers, but further than that no details have been made public, so that the times of his arrival at the points along the route, as well as the names of the timers at De Soto, are unknown. If the De Soto record is being broken in this reckless manner thus early in the season, there is no telling where it will be by fall, for it most assuredly will not be let alone.

D. W. Robert is evidently determined not to be a figure-head on the Racing Board, for one of the first things he has done is to report eighteen Smith Academy pupils for competing in unsanctioned races on the annual field day of the school, which will probably result in their suspension from racing for a longer or shorter time. He has several Class A riders under surveillance, and thinks he detects an odor of professionalism about some Class Bmen.

SANGER'S RELAPSE.

Sanger has had a relapse and it is now doubtful if the big 'un will be able to race this year after all. This will be a sad blow to racing. "Wooden Shoes" has made himself very popular with the racing men and the public, and every one will be sorry if he is compelled to retire. A letter to A. G. Spalding from Trainer Shafer puts a very blue aspect on affairs. The letter reads as follows:

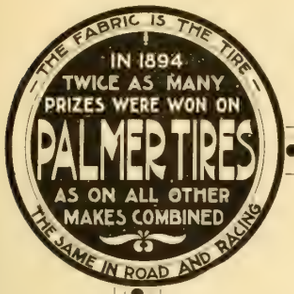
MESSRS. A. G. SPALDING & BROS., New York City.

Gentlemen: At the present writing I am greatly alarmed about Sanger. The first week of his training he seemed to improve very rapidly. All at once, however, he went to pieces, lost his appetite, and his nerve went back on him. I called on a doctor today who said that Sanger had a nervous shock caused by weakness. I think, however, the death of his brother has had a great deal to do with his condition. He has lost ten pounds in weight during the past five days, so I am not working him at present, preferring him to keep quiet. If he does not change for the better in a few days I will send him home, for I think the affliction of his family has had a great deal to do with his relapse. I do not see how I will be able to get him in shape for the Johnson-Sanger match, however. The doctor says if he can quiet his nerves, his appetite will speedily return. If he was to come around in shape as nicely as the rest of the team, I would be happy. Titus is a fiend for work, and if I did not keep at him all the time, he would ride his head off. He started his sprint work today and reeled off a quarter in :28⅘ and an eighth in :14, very good work for a starter. I am convinced that Titus, this year, will prove to be the greatest handicap rider who ever sat on a wheel.

Cabanne is also doing very well. He has not the required amount of endurance yet, consequently he has not done any sprinting. He is, however, a natural sprinter, and will have no trouble in that respect.

In case Sanger should not be able to ride for some time, I can make a hard fight with Titus and Cabanne, for I think Cabanne will be a very fast man for short distances, and you can depend upon it that the Spalding team will be on the top notches for the season of 1895.

D. G. SHAFER.



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TWICE AS GOOD AS OTHER TIRES

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4th	PHIL KITCHEN.	8th	B. D. MASSEY.
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PLACE.

2d	E. P. NEILEY.	6th	F. H. WRIGHT.
4th	ED. NORMAN.	7th	B. D. MASSEY.

GEORGE R. CUTTER,

riding Palmer tires, wins the Linscott 25-mile road race from a field of 218 starters.

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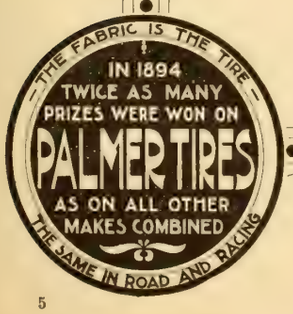
also on Palmers, captures the time prize in 1:12:08.

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DECARDY BREAKS RECORDS.

Chicago Flier Succeeds in Lowering Several Class A Times—The Races on Saturday.

LOUISVILLE, KY., May 6.—The record-breaking season has opened up on the local track, and Chicago men have made the start. On last Thursday afternoon W. A. DeCardy rode an unpaced, flying start, one-third mile in :38⅕, beating the record of F. H. Allen, made at Springfield in '94, of :39⅖, for Class A.

On Friday morning the same rider rode a half-mile unpaced, flying start, in 1:00⅖, beating the record of Allen, of 1:01, made at Springfield also. Allen was present at the attempts and regretfully saw his old records wiped out.

The first meet of the season was held last Saturday afternoon in the presence of about 1,500 spectators, who were favored with a good afternoon's amusement. Two more records were made and the local riders made some fast time.

It was intended to send DeCardy for the hour record, but in the absence of the tandems the attempt was abandoned. The Stearns team were roundly scored for the team work shown in each race in which they competed. In each event in which they entered they would take turns in pacing one another. Steenson did this continually, but in one race he became tired of doing the donkey work, and ran away from the bunch, winning with ease.

Summaries:

One-mile open, Class B.—Arthur Gardiner, first; L. C. Johnson, second; M. F. Carter, third. Time, 2:29⅕.

Two-third-mile open, Class B, with a time limit.—L. C. Johnson, first; M. F. Carter, second; A. W. Porter, third. Time, 1:25.

One-mile open, Class A (W. DeCardy and G. A. Phillips, and a tandem were put in to make a competition record).—W. DeCardy, time, 2:05⅘, first; Owen Kimbel, time, 2:23⅗, second; J. C. Mitchel, third; Ed. Fitchner, fourth. The tandem set such a hot pace that Phillips gave up on the half, and left the work for the others. The tandem kept up, and the result is shown by cutting off :01⅘ from Sims record of '94.

One-mile handicap, Class B.—H. R. Steenson, first; M. F. Carter, second; L. C. Johnson, third. Time, 2:28⅖. The least said about this the better, as it was a loaf from start to finish, and the contestants were loudly hissed for their part in it. The limit men waited for the scratch men to catch up with them at the sixth lap, and then team work was used.

G. A. Phillips rode an unpaced, flying start mile in 2:18⅖.

Quarter-mile open, Class B.—Arthur Gardiner, first; L. C. Johnson, second; E. C. Johnson, third. Time, :30. This race was hotly contested and the winner finished at least five wheel-lengths ahead of the second man, and crossed the tape sitting up in the saddle and laughing at his easy win.

Harry C. Tyler attempted to make a record for one-half-mile paced with flying start, but Gardiner made a very poor pick-up, and the time was made in :57⅕.

W. DeCardy attempted to beat the Class A record of an unpaced mile with a flying start of 2:14⅖, now held by Harley Davidson. He started at a rattling good pace and made the following times for each lap: One-third, :42; two-thirds, 1:26¾; one-mile, 2:12⅘.

One-mile, with a time limit of 2:20, for members of the Morgan & Wright team.—Van Herik, first; Ulbrecht, second; Skelton, third; Fred Rau, fourth. Time, 2:18⅕. The finish of this was quite interesting and was the only one that the officers had any trouble in deciding. The third place was a dead heat.

One-third-mile fat men's race, between H. B. Gleezen, manager of the Stearns team, and E. W. Humphreys, of the Hoffman. The latter, who also won the race, appeared in full racing costume, while the other had on his usual track clothes. Both of the contestants weigh in the neighborhood of 200 pounds, and the race was very interesting to the audience. They started off so slowly that the band began playing the "Dead March," which was finally heard by the two contestants, and after enjoying a good laugh they started to sprint, with the result in Humphrey's favor by thirty yards. Time, 1:20⅘.



W. DECARDY

Morgan & Wright Team Goes Home.

The Morgan & Wright team, with the exception of Gardiner, DeCardy, and Harner, left last night for home. The three left here will go on the southern circuit, which begins next Saturday. The entire team expected to go, but Mr. West could not stay away from his business any longer, so he decided to let the best go with their special trainer. Two of the local boys, M. T. Callahan and E. J. Daubert, accompanied the team from here and will enter the road race on the 30th. Both are good road riders, and if Daubert can get a wheel to fit him, he ought to get himself in good shape by the date of the race. He has never had a chance to do much training in the past, and therefore has made no records.

The good opinion expressed last week of young Phillips was shown last Saturday, when DeCardy, who has had a trainer for two months to look after him, could only beat Phillips unpaced by 6 seconds. Phillips has had no one to look after him except himself. When Mr. West came here he found him in bad shape, and told him of the proper remedy and care, and advised him not to ride, but he went against his advice.

Phillips' Head Not Swelled.

Some of the boys say that his head has been turned by the attention given him, but it is not discernible to an unprejudiced person. Before Phillips saw the article in last week's BEARINGS he received a telegram from Chicago asking him to join a team.

The Stearns team—consisting of Manager Gleezen, A. W. Porter, F. H. Allen, L. C. Johnson, E. C. Johnson, H. R. Steenson, and M. F. Carter—leaves here today for Syracuse, where it will finish its training. The Syracuse team expects to do the same within a short time.

Dirnberger, who was scheduled to ride an exhibition mile, positively refused to mount, and the *Courier Journal* gave him a good "roasting" in their issue of yesterday, saying:

M. F. Birnberger, who modestly works his name or face into all of the advertisements of his firm's wheels, disappointed the crowd present and the managers of the meet by declining to ride, after he had faithfully promised to at least come on the track and give an exhibition. There is a growing suspicion that Mr. Dirnberger is not near so much of an "unknown quantity" as he would have people believe, and that he is afraid to show himself on the track for fear people will learn what he can not do. He is the only man at the track who has had any fault to find with the track or the accommodations, and this after he had been given the best room and the best of everything to be had. It is evident that Mr. Dirnberger has to stretch his arms out wide sideways in order to scratch his head.

Immediately after the races, the chairman of the race committee presented Harry C. Tyler with an elegant set of silver knives and forks with pearl handles for his earnest attempt in trying to make a record. He did the riding merely as an appreciation of the many courtesies extended to him by Mr. Landenwich and the track association, and was so surprised at the present that he lost his head for a minute, perhaps the first time in his public experience.

CALIFORNIANS ON EASTERN TEAMS.

SAN FRANCISCO, CAL., May 4.—Otto Ziegler will have a fellow Californian to ride against on the national circuit this year in the person of Wm. A. Terrill, the Class B crack of the Bay City Wheelmen, who will leave for Louisville tonight, where he will join the Syracuse team about the 10th inst.

When Mike Dirnberger was out here last year with the Rambler team, under Dave Shafer, Mike and Bob (as Terrill is called by his intimates) trained together, and so Dirnberger had every opportunity to study the work of the Bay City giant. Dave Shafer was much taken up with the big fellow and wanted Manager Atkins to take Terrill east with them on their return, but Atkins could not see it in that light, and so Bob remained on the coast. When the G. & J. people decided to abandon racing and Dave Shafer took charge of the Spalding team, Shafer's first action was to

Open Negotiations With the Big Californian,

but for some reason they could not come to terms, and the matter was dropped for the time being. Later in the year, when Dirnberger assumed the management of the Syracuse team, he commenced a correspondence with Terrill in hopes of inducing him to leave this state and go on the eastern circuit. Dirnberger also corresponded with Charley Wells, who until recently was a member of the disbanded California Rambler team. The result of his correspondence with Terrill is summed up briefly in the following dispatch received by Terrill early this week:

"Arrange to report at Louisville, May 15."

This telegram was followed by another, received yesterday, telling him to report immediately.

Neither Terrill nor Wells have ever received the care and attention usually bestowed upon crackajacks, and their California friends

Look for Great Things from Them

when they get into the hands of a careful trainer. Both are strapping big men, and the more work they get the better they ride.

Another man of national fame may soon leave this state for the east, and that man is Richard Alyward, the trainer of Ziegler and Edwards. Alyward has received several tempting offers from eastern houses, but has not decided to accept any of them yet. He wants to take hold of Ziegler once more, and is confident that he can again bring the "Little Demon" around into race-winning condition. He is at present taking care of Allan Jones, the speedy San Josean, who will enter the Class B ranks at the Fabiola races at Oakland next week.

Terrill is a Giant in Stature,

and although not twenty-one years of age weighs 185 pounds and stands almost six feet in his stockings. In appearance and build he resembles the mighty Sanger, and before the season is over Terrill may give the Milwaukee man a run for his money.

Charley Wells is still on the coast, but is likely to go east on any train, as both the Columbia and Syracuse people want his services. Asa Windle has all but made a contract with "Big Wells," and it is almost certain that California will have another man chasing the eastern circuit. At any rate Wells will not be long out of a job, as he is a man of good habits and can be relied upon to do his best at all times.

Lee Richardson, Chicago's young trick rider, will "do a turn" at the Illinois Division meet at Galesburg. He has also been engaged for the Society Circus at Oconomowoc, Wis., August 9 and 10.



Charlie enjoys coasting. His new Victor Bicycle has left him fifty yards behind. When his weight overcomes his momentum he will tumble to the fact that it takes a speedy man to stay on a Victor going down hill. Victors are good coasters.

The easiest running wheel in the world—proved by the Victor Dynamometer.

OVERMAN WHEEL CO.

Makers of Victor Bicycles.

BOSTON. NEW YORK. DETROIT. DENVER.

PACIFIC COAST:

SAN FRANCISCO. LOS ANGELES. PORTLAND.

MENTION THE BEARINGS

WON BY AN UNKNOWN.

Classic Surrey Cup Race Captured by Bardsley, a New Man—Jefferson Starts on His Trip to Moscow.

LONDON, April 20.—The proverbial Surrey weather favored the Surrey B. C. this afternoon at its spring meeting at Kennington Oval, which opened the London racing season. Warm sunshine and a very light wind, a grass course in perfect condition, and two first-class military bands combined to make matters pleasant for both the competitors and the 14,000 spectators. Although nothing phenomenal occurred in the racing there was sufficient excitement in the mile tandem final and the ten-mile race to send the crowd away delighted. Although the club had secured permission to hold a race for unlicensed riders, it did not avail itself of it, and all the competitors were required to possess licenses, except first year men. The afternoon brought out the fine powers possessed by a few new men hitherto scarcely heard of, notably E. F. Parlby, who was much fancied for the cup race, but unfortunately had a bad fall near the end, bringing down three or four others. Among the familiar fliers of past seasons who rode today were L. Stroud, Bardsley (who won the cup race), Ben Fisher, P. W. Brown, J. E. Ridout, Wridgway (who picked up a nail in the ten mile and punctured), and E. L. Winbolt. Still one missed many well-known path cracks who belong to the army of the unlicensed. The officials were the well-tried corps of past meetings, and the usual splendid management prevailed.

Summaries.

One-mile handicap, final heat.—G. W. Willson, 120 yards, first; R. C. Knights, 20 yards, second; F. C. Armstrong, 60 yards, third. Won by two yards after a close finish. Time, 2:29⅘.

Half-mile scratch, Sydney trophy.—W. H. Bardsley, Polytechnic, first; Ben Fisher, second; E. L. Winbolt, third. Bardsley led slightly all through, and won by a length and a half. Time, 1:14⅖.

One-mile tandem, stratch.—Eleven pairs entered and as the race was divided into three heats, and there were two pairs who did not start, and some gave up, the early heats were dull except the second. In the latter, four pairs started. The famous Jones-Ridout pair found their match in another Polytechnic pair, Lynch and Fitzgerald, who hunted the others through a splendid last quarter in :30⅘ (grass record) and were only beaten by Jones and Ridout by ten inches on the tape. Time, 2:39⅗. The final commenced by the four crews waiting for a lap, Lynch and Fitzgerald reluctantly leading. Jones and Ridout, however, went in front before the bell, and after a big effort won by ten yards from their opponents, a third crew, Black and Wheeler, only being beaten for second place by a yard. Time, 2:36⅕.

Ten-mile scratch for the sixth silver challenge cup, weight 188 ounces.—Of the thirty-four entries twenty-eight started, and the two-lap prizes offered insured a merry pace from the first. Nearly every rider wore some bright distinctive color, and the effect of the long string was very pretty. Wridgway led for a mile, when he punctured. Then Winbolt, closely followed by Ridout, showed the way first past the tape for some eleven laps, at one time getting a third of a lap away from the field. Then Ridout assumed the lead, scoring, with an occasional interruption, some thirteen laps—thus winning the first lap prize. At half distance (14:03⅕) there were seventeen riders left in, Fisher, Bardsley, and Stroud being well up. The excitement was maintained till the beginning of the last lap, when fourteen riders were left and E. E. Parlby (Surrey B. C.), when riding seventh, fell heavily, his front tire exploding and collapsing, three or four other riders being brought down. This marred what would have been a magnificent finish. Ultimately Bardsley won by two yards from Ben Fisher, Dalgleish being a yard behind, and Marples fourth. Time, 28:23⅕, 1 minute outside record; last quarter, :33⅗. Parlby, whose chance was a rosy one, was rather badly hurt.

An Hour Before Racing Began

at the Oval, a little party assembled at the Surrey Club room, at the invitation of the editor of the *Cycle*, to drink in champagne to R. L. Jefferson's success in his ride to Moscow. Colonel Savile in proposing the toast made a few appropriate remarks on Jefferson's modesty, pluck, and literary ability, congratulating the *Cycle* on its representative. Jefferson briefly responded. There was no sensation, but all his friends shook hands with him and wished him a good journey. Jefferson looked very fit and his equipment was a surprise to most who saw it. His Imperial Rover safety, geared to 56 inches, weighed 27 pounds stripped, and 42 pounds with his luggage, lamp, guards, cyclometer, etc. His baggage fitted into the frame. Piloted by E. H. Godbold and Hamilton—a racing man of lang syne—Jefferson, after being photographed, steered through the assembled crowd en route for Queenboro amid cheering. In his cap he wore the picturesque badge of a Servian cycling club, presented to him during his ride to the orient last year.

I regret to say that C. A. Smith, better known as Bath Road Smith on account of his repeated and successful onslaughts on the London to Bath and back record,

Met with a Serious Accident at Easter.

He was riding a tandem safety with Jessop on the back seat, before the easterly gale which prevailed; while descending a long steep hill into Marlborough, on the Bath road, at a speed of twenty-eight miles an hour, the fork crown broke and Smith was pitched violently on his head. He lies at Marlborough at present and the latest advices report him as still unconscious from his serious injuries. This is by no means the first occasion when Smith has experienced a broken fork crown, though the machines on each occasion have been the very best.

The New Howe Machine Co. lately submitted for its first trial in England, before an assembly of members of Parliament,

A Novelty Called the Road Flying Machine.

It consists of an ordinary safety with supplementary handle-driven gear. From the cold reception accorded by the public to Zimer's invention a few years back there is little prospect of the latest attempt in this direction finding favor.

Nairn's News of the Wheel is now styled "the accredited organ of the Trafalgar B. C.—the wheel club of English society."

Colonel Savile, who for the first time was absent from his late corps, the 26th Middlesex Cyclists, at their Easter maneuvers in Berkshire, has just returned from Scotland, where he has selected a hundred-mile road course for the annual competition for the Volunteer Cyclists' challenge cup.

C. W. HARTUNG.

RECORD BREAKING IN FRANCE.

PARIS, April 22.—A drearier Sunday can scarcely be imagined than yesterday in Paris. A steady soaking rain fell from early morning till between 2 and 3 o'clock, a thing which does not happen a dozen times in a year. The city consequently wore a dismal look in all respects except vegetation, which has expanded with surprising rapidity during the past forty-eight hours.

Racing was, of course, out of the question, and the Buffalo and Est meetings were put off to next Sunday. The match between Houben and Barden is a decided fixture, and will take place next Sunday at the Seine track. It will be run in three heats, the original distances of which were 2,000 meters without pacemakers for the first, and 5,000 meters with pacemakers for the other two.

Barden Wants a Fast Race.

Barden's father, who acts as trainer and manager for his son, was extremely anxious that the "decider" should be run over 5,000 meters, adding that his boy was no "loafer," and that a good man ought to be able to "go the pace" as well as sprint; to use his own words, "Houben is not a cyclist if he can not ride under these conditions."

Houben, however, staked his reputation (in the eyes of Barden senior) as a cyclist and stuck out for a "decider" of 3,000 meters, with pacemakers, which the other parties have finally agreed to accept. Barden is in splendid form, and a grand struggle is anticipated.

The much-talked-of match between Houben and Protin has been arranged at last, and will be run off on May 19 at the Velodrome du Bois de la Cambre, Brussels. R. T.C. Protin is little known in France. He has beaten such men as Eden, Bultman, G. Osmond, and Scheltema-Beduin. Last year Protin was unable to race owing to illness. Will he recover his splendid form of 1893? If he does he will give a deal of trouble to Houben, who, judging from the numerous objections he raised when the match was proposed to him, does not evince any great disposition to meet his old rival.

The French Ran One, Two, Three.

The French team which journeyed to Brussels to take part in the 6-hour inaugural race at the Velodrome de la Cambre had things all its own way, securing the first four places. The weather was dull and rain fell during the last two hours of the race. Lesna took first prize, covering in the six hours the respectable distance of 202 kilometers 615 meters; Soibud finished a good second and Buffel third.

The Belgians claim that their defeat was not fair and Fischer and Luyten have issued a challenge to race Lesna and Buffel, the Frenchmen, 100 kilometers. The latter have accepted and the contest will take place next Sunday in Brussels.

The classical Bordeaux-Paris race, called the "Cycling Derby" here, comes off on May 11 and 12. It will be open this year to amateurs as well as to professionals. Already several of the foreign competitors have arrived in France and are training on the roads around Paris. England is sending over some of her best men and Holland and Germany will both have representatives. The French field is a very small one this year and does not include any prominent riders.

On Friday afternoon, April 19, Henri Desgrange, manager of the Velodrome d'Est, attempted to lower the 100-kilometer tricycle record round Longchamps. Longchamps is the name of the famous racing course situated on the Bois de Boulogne. The road is not of the best, being hard and lumpy in some places, but it is greatly frequented by cyclists, who use it as a training ground. The distance round is about 3,630 meters (2¼ miles) and the shape of the track is oblong, with a short hill at one of the ends.

Lowered a Tricycle Record.

Notwithstanding a strong wind and the bad state of the road, Desgrange succeeded in lowering the record, covering the 100 kilometers in the excellent time of 3:05:27¼. This beats the track record for that class of machine which Fol established some two or three years back in 3:18:22.

On the same day Bouhours went for the hour record at the Velodrome du Parc, Bordeaux. A strong wind and irregular pacing prevented him from getting inside the record. It is a pity for he was in splendid form and rode with marked ease. The distance covered was 44.528 (27⅘ miles) against A. V. Linton's 45.433.

Williams, of Nevers, on a tricycle, and Guignard, who finished fourth in last year's Bordeaux-Paris race, rode fifty kilometers on the road at St. Amand in 1:20:40. This is record time, but the performance will not be recognized by the U. V. F. owing to the absence of any official timekeeper.

Their feat was a remarkable one, considering that the men were without pacemakers the greater part of the time. The weather was favorable, there being an entire absence of wind.

A. A. Zimmerman has favored THE BEARINGS with a copy of the "Zimmy Caprice," written by Harley C. Davis, a nephew of Mr. Burtis, of the firm of Burtis & Zimmerman. This composition is dedicated to the champion and characterizes a bicycle race from start to finish.

ANNIE IS BACK.

Has Traveled Around the World on a Sterling Finished in Ivory and Gold.

HER JOURNEY THE RESULT OF A BET.

A Short History of Her Adventures—Attacked and Robbed in France—Nearly Killed by a Road Hog In Stockton, Cal.—She has Gained $1,500 on Her Trip, and Expects to Make $3,500 More Before Reaching Boston.

ENTHUSIASTIC OVER HER STERLING, WHICH HAS COME THROUGH WITHOUT A SCRATCH.

Miss Annie Londonderry, the first woman to ride around the world on a bicycle, is back.

Her Mount was a Gold and Ivory Sterling.

Starting before she had even mastered the rudiments of cycling, she has, with a pluck and resolution unusual in one of her sex, surmounted every obstacle, and although she left America

Without a Cent in Her Pocket,

she has brought back over $1,500.

About nine months ago two wealthy club men of Boston were discussing the modern woman, and one of these gentlemen, who was a woman hater, remarked very ironically that he supposed that the woman of the present age was able to do almost anything that was done by the masculine sex. His companion differed with him, and the discussion finally culminated in a bet of $20,000 to $10,000 that there was no woman living who could attempt the feat performed by Paul Jones.

The conditions under which Miss Londonderry started were that she was to

Ride Around the World

in fifteen months; that she should stop at Havre, Marseilles, Colombo, Singapore, Hong Kong, Shanghai, Nagasaki, Kobe, Yokohama, and then return to America.

At each of these places she was to obtain the signature of the United States Consul, as proof that she had been there. She was to earn during her trip $5,000 in any honorable manner, with the exception of journalism, which is her profession.

So far Miss Londonderry's trip has been a great success. She has

Traveled Thousands of Miles

over the roughest country on her "Sterling" and speaks in the highest terms of praise of her machine.

In one of her letters to the Sterling people, dated from Yokohama, she writes, "I have ridden all through Japan, and my wheel is creating great excitement." In another letter, from Shanghai, she says, "I also wish to express to you the great satisfaction which your 'Sterling' has given to me."

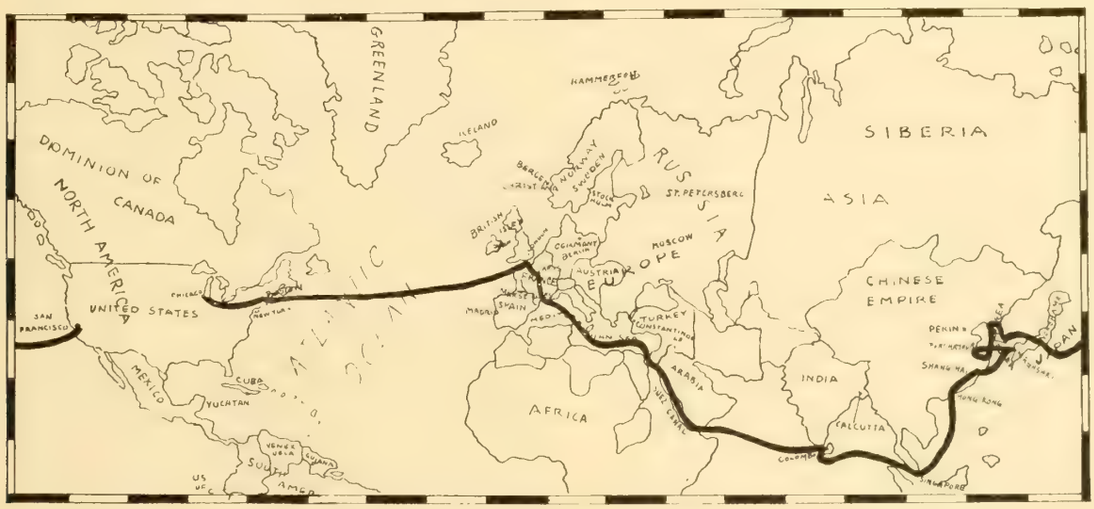
Miss Londonderry is now back in America, and has been stopping some little time in California.

Outside of Stockton a few days ago she met with a bad accident. As she was riding along, the driver of a buggy ran her down and ran over her.

She was Picked Up Unconscious

and carried into Stockton, where she lay in the hospital for two days. She coughed up a good deal of blood, and the doctors said she could never recover, but, talking of the accident, the plucky little woman said the other day, "Here I am, and, what is more, I intend to complete the journey."

While riding through Paris to Marseilles, Miss Londonderry rode nearly day and night, and when in the neighborhood of Lacone she was



Map of the World, Showing Route Traveled by Annie Londonderry.

Held Up by Three Masked Men

who sprung out from a clump of bushes by the wayside. She pluckily drew her pistol and was just about to shoot when one of them grabbed her from behind and took the pistol away. All they secured was three francs and they left her, swearing a variety of French oaths, as they had expected to get all the money which she had made in Paris.

So far, Miss Londonderry has been able to gain $1,500 by selling advertising space on her wheel, etc., and she expects to make the balance of the $5,000 between California and Boston by lecturing on the Chinese Japanese war.

While in Japan Miss Londonderry made the acquaintance of two war correspondents with whom she went to Port Arthur. Her two companions rode ponies while she rode her Sterling. She had hard work, the roads were very bad, but she managed to keep up with the native ponies. She was

In the Thick of the Battle

at Gasan, and went over all the battlegrounds of last year's campaign in Corea.

During this trip the cold was intense, and the food so deficient that Miss Londonderry congratulates herself on getting out alive.

Her trip has proved what a strong and reliable mount the Sterling really is.



THE SUBJECT OF DRESS

IT would almost seem that writing of dress in a cycling paper would be a work of supererrogation, but the numerous horrible examples of cycling costumes that are daily seen on the streets of even the big cities prove that many cyclists are either woefully ignorant on the subject or willfully careless—perhaps both. In the matter of cycling costumes two things are to be considered, appearance and comfort.



To begin at the top we will discuss the headgear first. A cap is the only comfortable head covering for a cyclist, and the style of cap herewith illustrated combines comfort and neatness in larger proportions than any other. It is technically called a "hookdown cap."

In the matter of underwear the question of comfort alone figures. It should invariably be of wool, no matter how many degrees the thermometer may register. Cotton underwear will become soaked with perspiration, and is then uncomfortable, to say nothing of offering a splendid opportunity for the wearer to take cold if a cool breeze springs up, or if he lingers out after the night chill comes on.



A neglige shirt may be worn if the rider is absolutely sure that he will not be tempted to ride fast enough to get up a perspiration, but few riders can ever be sure of this. The best thing is a sweater. Sweaters are made in every conceivable variety, and the most fastidious wheelman should be able to satisfy his taste. A very good effect is made by those sweaters that have stripes of color running around the collar and sleeves and bottom. The sweater is preferably worn outside the trousers, but should not be left long enough to show below the bottom of the coat. In case the sweater is extra long the bottom may be turned up a few inches. It will stay in place itself.



A vest is not often required with a cycling suit, but is still a good thing to have, especially for cold weather. It should be "high cut," so that when buttoned it will entirely cover the chest and prevent the rider from taking cold.

The coat should be a loose fitting garment of the sack variety, just long enough in the back to hide the saddle when the rider is on the wheel. It should be cut well away in front so that it will not interfere with the action of the rider's legs in pedaling. As a rule a coat with a roll collar will be found the best. A coat after the pattern of a military blouse is comfortable for use in chilly weather, but has the disadvantage of hanging awkwardly when left open, as riders often wish to have it.



The trousers should be of the knickerbocker pattern, full enough in the legs to afford ample room for the play of the muscles, particularly about the knees. They should be finished at the bottom with a band of cloth of the same material as the rest of the garment, which band should be fastened with either a button or a strap, preferably the latter.

For the sake of appearance the cap, coat, and trousers should be made of the same material, although a cap of a different pattern is not out of place if there is enough contrast between it and the suit. The suit should be made of rough goods, fairly light in color, and preferably of a mixed pattern.

Care should be used in the selection of stockings to get those that will fit snugly. Snug fitting stockings can be kept in place without the aid of garters or supporters, which at the best are a nuisance. The proper way to secure the stockings is to pull them up to their full length, and then turn down until the top of the fold is on a line with the bottom of the band at the knee of the trousers. The trousers being buttoned or buckled—not too tightly—the stocking is drawn up, as shown in the illustration, until the top of it covers the band of the trousers. If the stockings have the proper amount of elasticity in them they will stay in place indefinitely when fixed in this way. Hosiery of gray or some neutral color, not too dark, is best, for it does not show dust and mud plainly. The English stockings which many wheelmen are wearing look well and are comfortable.



There is no one feature to which racing men pay more attention than to their shoes. The same care should be exercised by the everyday rider, for no part of the wheelman's dress plays so large a part in his comfort as his shoes. They should fit snugly, not tightly—and by "fit" we mean fit. Loose fitting shoes allow the rider's feet to slip around in his shoes, and not only make him do more work in propelling his machine than he would do with well fitting shoes, but result in giving him sore feet. There are some riders who can never be induced to wear high shoes, believing that they interfere with pedaling. There are few, however, who have ever given high shoes a fair trial, who do not come to the conclusion that they are the best. High shoes give required support to the ankles, prevent abrasions, and, above all, prevent the dust from penetrating to the skin. Tan-colored shoes are better than black. They do not show the mud and dust so plainly, and can easily be cleaned with a wet sponge or cloth after a ride.



In conclusion the rider should select his entire outfit with a view of having it show mud, dust, and grease as little as possible. He should remember that cleanliness is next to godliness, and that it is his duty to himself and to cycling to appear a gentleman when in cycling costume as well as at other times.

CHICAGOANS VISIT CINCINNATI.

Cincinnati was invaded by a crowd of Chicagoans last Sunday. It has been the custom for several years for the Chicago Cycling Club to pay an annual visit to Cincinnati and call on General Poorman, William Windisch, and the latter's brewery, and to ride from Hamilton over the Poorman road race course. This year there were twenty in the party and a hungry crowd it was that landed in Hamilton Sunday morning. After a hearty breakfast Eddie Poorman, son of the general, started to escort the Chicagoans into town. But there was a Thistle tandem along and when it went to the front to escape the dust every one began to look for a scorch. The pace was gentle at first, but gradually grew hotter. At the end of six miles Bliss Levy, Winship, Nicolet, and Hovey were the only ones hanging to the tandem. Three miles farther on Levy and Hovey ran into the wrong path and lost their holds. About a mile farther the tandem team started to sprint up a long hill. Winship then dropped. At the top Bliss quit and the tandem then jumped Nicolet, the sole survivor, and finished the course alone.

Levy and Hovey, by changing pace, caught Nicolet and the trio finished after the tandem. The rest of the party came straggling into Weber's pavilion, some of them not getting there until noon time. Several of them had disabled machines. After dinner the party started for Mr. Windisch's brewery and in a sprint with the tandem Nicolet took a hard fall, scraping his forehead badly. Levy ran over him. After a thorough inspection of Mr. Windisch's establishment the party visited the rooms of the Brighton Club, leaving there for supper and the train.

The Chicagoans on the trip were: J. P. Bliss, A. J. Nicolet, W. C. Thorne, G. A. Thorne, H. R. Winship, James Levy, Frank Hovey, M. G. Matteson, Henry Elliott, J. H. Kelly, H. A. Thiede, D. E. Cook, T. Ritchie, J. H. Hodges, H. J. Jacobs, E. G. Gustafson, N. H. Van Sicklen, C. W. Shattuck, G. K. Barrett, and C. G. Sinsabaugh.

MAY HAVE A NEW HOME.

DETROIT, MICH., May 4.—Last evening a movement was started by the Detroit Wheelmen to secure a new and up-to-date clubhouse. Louis Fineberg, one of the prominent members of the club, has been looking around and announced that he had in view a local capitalist who owned a centrally located piece of property upon which he would erect a clubhouse, to cost $20,000, upon payment of $5,000 down, the balance to be paid in fifteen years. A long lease of the ground is to be given at a low rate, with the option of purchasing at any time at a fair valuation. The idea was advanced that by paying $1,800 a year, which is but little more than the club is now paying for totally inadequate quarters, they could own the property in about ten years, while with the new attractions the membership could be greatly increased, which would mean a corresponding increase in revenue. Mr. Fineberg closed his remarks by offering $1,000, without interest, for five years, and giving a diamond ring worth $50 to raffle. The proposition was enthusiastically received, and in the excitement more than $1,000 more was pledged, and it begins to look as though the D. W's might have a clubhouse.

Stolen.

Lady's Thistle, No. 5,533, a bronze green color, very near the shade of gold. Extra high frame. The number is on the frame in front just above the wheel. Morgan & Wright tires and Sager saddle. Ten dollars reward and no questions asked. Excelsior Supply Co., 276 and 278 Wabash Avenue, Chicago. * * *

HE SEEMED TO KNOW EVERYBODY



The editor and one of his assistants were more than busy filing away, classifying, and indexing upward of two thousand photographs that have been accumulated in the last five years.

A timid, hesitating knock on the door announced the presence of a visitor.

"Come in," called the editor.

The door opened and a stranger, whose appearance tallied with his demand for admittance, entered. His clothes fitted him and were of good material. He bore every sign, however, that is included under the designation of "seedy." He looked to be what is usually termed "a gentleman in straightened circumstances." The dark rings under his eyes, the trembling hand, and the quavering voice indicated, all too plainly, the reason for the "straightened circumstances."

He had no sooner entered than he was followed by another man, who had business with the editor. The stranger retired to a corner of the office until the later comer had finished his business, and until another attache of the paper had held a consultation with the editor. At last, when the editor was alone with his assistant, the stranger approached and said in a deprecating tone, "I am from Louisville."

"Yes?" said the editor.

"Yes, I am from Louisville. Do you know Prince Wells?"

"Yes."

"And the Allisons and the Jeffery boys?"

"Yes."

"And R. C. Whayne?"

"Yes."

"And Tony Landenwich?"

"Yes, he called at the office just as he was building the Louisville track."

"Fine track that Fountain Ferry track. Have you ever seen it?"

"No. I haven't been in Louisville since the track was completed. I understand it is about the best track in the country, however."

"Yes. All the cracks are down there," and he proceeded to name over a score of riders who are training at Louisville.

The editor said rather languidly that he was kept informed of all that was going on in cycling in Louisville, as well as in all other cycling centers.



"I came up here to get a job," ventured the stranger, after a long pause.

"Yes."

"Yes, I have been all over. I've been to Fowler's and the Western Wheel Works and the Kenwood factory and to G. & J.'s and all the places, but it's no good, and I am going back. I will be glad to get home. I expect to get transportation this afternoon, I am going to stop at Indianapolis on the way and see if I can't get a job from Munger. He builds a fine wheel."

The editor agreed with him that the Munger was a fine wheel, and added that there were more factories in Indianapolis than the Munger. factory.

"Yes," said the stranger, "but I wouldn't work for the Indiana company if they paid me $50 a week. Smith runs that factory. You know Smith? We call him 'Indiana' Smith. I don't know what you call him, butI wouldn't work for him."

"What is the matter with Smith?"

"His wheels are no good."

The editor took exception to this remark and said even if it was true, that he didn't see what difference it made to a man who was looking for a job.

"Well," said the stranger, "he didn't treat Martin & Dressing right."

"How do you know?" asked the editor.

"Well, they said so."

"There are always two sides to every story."

"Yes, that's so. I don't know but I will try Smith, but if I don't get anything to do in Indianapolis I am going right home. When a fellow is home he don't have to starve, anyway."

The editor vouchsafed the opinion that a home was a good thing to have.

The stranger agreed with him, and added, "It's hard work, this looking for a job."

The editor didn't doubt it for an instant.

"If you don't believe me, I will go right away," said the stranger.

The editor had a shrewd suspicion of what was meant, but said nothing.

"It's awfully hard."

"Yes?"

"Do you believe me?"

"Yes."

"If I thought you didn't, I would go right away."

A long pause ensued, during which the editor continued his work, while the stranger shifted uneasily from one foot to the other. At last he said, "Yes, it's awfully hard. I'll be glad when I get home."

"No doubt."

"Yes, then I'll eat regularly. I haven't had a bite all day."

"No?"

"No, not a bite."

"Then you called to get the price of a meal."

"If you don't believe me, I will go right away," and then in a tone of entreaty added, "Don't you believe me?"

For answer the editor reached into his pocket and pulled out some silver, which he dropped into the hand of the stranger.

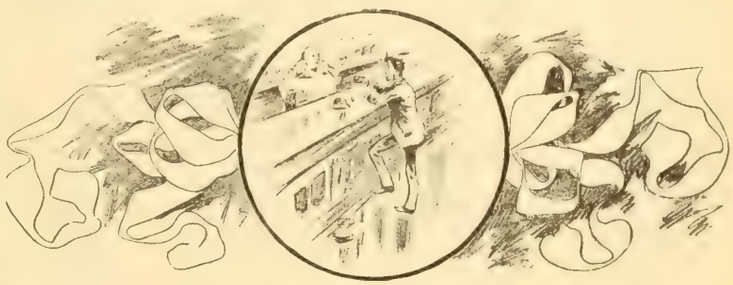
"Thank you, sir. Thank you a thousand times. I hope I will be in a position to do as much for you some time."

The editor hoped that he would never need it.

Thanking and bowing the stranger retired and the editor went on with his work.

A few moments later he looked up and said to his assistant, "Say, Dick, see if you can follow that jigger. I'm curious to know what kind of whisky he drinks."

It was too late, however. The stranger was lost in the crowd and the editor's curiosity remains unsatisfied.



ORGANIZED AT LAST.

NEW YORK, May 6.—The local cycle board of trade was permanently organized today. M. L. Bridgman, Metropolitan Bicycle Co., was elected president; J. Charles Smith-Dart Cycle Mfg. Co., vice-president; Frank Ray, Gormully & Jeffery Mfg. Co., secretary; J. Friedenstein, treasurer. The organization's objects are mutual benefit, good fellowship, and protection The following firms' representatives were present: Metropolitan Bicycling Co., Gormully & Jeffery Mfg. Co., Sidney Bowman, W. C. Hodgkins Co., Joseph Baker, Anglo-American Iron & Metal Co., A. G. Spalding & Bros., H. A. Lozier & Co., Star Cycle Co., Maltby & Robley, Smith-Dart Cycle Mfg. Co., and James Henderson.

DISCUSSED DETAILS.

NEW YORK, May 6.—The conference between the committees of the National Cycle Board of Trade and the League of American Wheelmen was held today, Messrs. Willison and Perkins represented the League, while Messrs. Spalding, Coleman, McKee, Dickerson, and Wilson looked after the interests of the board. Matters of mutual interest were discussed, but no definite steps were taken.

Tom Cooper, of Detroit, has not yet signed for the season. He is one of the best handicap riders in the country and a gentlemanly and tractable boy. Some firm that has not yet completed its team will do well to get hold of him.

H. A. Githens will do a little racing this year, but will not go on the circuit.

THE DUNLOP TIRE

Costs more than other tires and for that reason some manufacturers strenuously oppose it, others sell it grudgingly, but the leading makers, who are jealous of their reputations and use only the BEST, gladly recommend it.

FOR INSTANCE,

The Hill Cycle Mfg. Co.

SUPPLY IT ON

FOWLER BICYCLES

CHICAGO, ILL., April 29, 1895.

AMERICAN DUNLOP TIRE CO.,
266 Wabash Ave., Chicago.

GENTLEMEN: We think it your due that we should advise you as to the excellent satisfaction Dunlop tires have given us this year. We have used between 600 and 1,000 sets, and have had absolutely no trouble with them whatever. We think you are to be congratulated upon the state of perfection to which you have brought your tire, as well as the courteous and prompt way in which you fill your orders.

Wishing you success, we remain,

Yours very truly,

HILL CYCLE MFG. CO.

(Signed) Frank T. Fowler.

AMERICAN DUNLOP TIRE CO.

504=506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL. **36=38 Lombard St., TORONTO, CANADA.**

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THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, MAY 10, 1895. No. 10.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"NEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

LET 'EM ALONE.

We notice in some quarters there is a great anxiety as to the McIlrath trip. There are a number of things we could suggest to these critics which would benefit them much more than to be nosing into things which do not greatly concern them.

The McIlraths are paying their way; they are respectable, honorable, and honest people, who have nothing to apologize for in any thing that th y have done. They are being entertained by governors, and mayors of some of our largest cities, and honored by receptions, the largest ever given to any cyclists in this country. They do not seem to need any special vouchers.

A man may seek notoriety in a legitimate way to the tune of $150 a week, and he shows pretty good sense and judgment when he gets as much as that out of his notoriety, don't he?

NOT A TRUST.

The time is rapidly approaching when the world's greatest road race will take place—the Chicago road race on May 30. It is useless to remind the readers of THE FOWLER TRUTH that two years ago a mere novice on a Fowler wheel rode all around the western cracks for time prize in this race, in which there were 300 starters, and that last year, when there were 376 starters, a Fowler wheel took the first and second prizes.

Of course if it should be won on a Fowler wheel, we would naturally feel somewhat rejoiced, but are rather afraid, if we should win this race again, we would have State's Attorney General Maloney after us for maintaining a trust.

CHICAGO-TO-NEW-YORK RACE.

There are a number of riders in the country, each of whom believes it lies in his power to cover the distance between Chicago and New York on a bicycle in less time than any other man living. Wouldn't it be a good idea, inasmuch as match races are so much the go, for some of these gentlemen to get backing from their various friends and make a three or four-cornered race of it? This could be made a very interesting affair.

NEXT YEAR'S

FOWLER AGENCY

WILL BE VERY VALUABLE.

WANT IT?

CUNNINGHAM VS. KILPATRICK.

Talking about match races, we venture to say that Mr. Cunningham, who has ridden a Fowler and won his splendid prominence, can get backing to some considerable extent in dollars. How about Mr. Kilpatrick, who has thrown down the glove and disputes Mr. Cunningham's title as the champion one-legged rider of the world?

AN INTERESTING WRITER.

McIlrath would be an ideal New York "Sun" reporter. As he gets at the very meat of things in his writings, the "Inter Ocean" people are highly pleased and wired him to fill double space. "The Wheel" will have a letter each week from him, beginning this week.

WE HAVE DONNED THE WEEDS

We notice with deep regret that one of the Class B teams' mascot is dead. We do not wish any bad luck to the dogs or monkeys that are paraded around by the Class B professionals, but they would doubtless be much happier if they could all take an excursion to the happy hunting grounds.

YES, EVEN THAT.

If it were only possible for us to satisfy the agents we now have, in the way of filling their orders promptly, we believe we would even go so far as to hire a Class B team.

By the way, speaking of Class B teams, we wonder if the man who was so anxious to take the supposed McIlrath contract off our hands would not like to get rid of his Class B elephants.



TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

WANTS AMERICAN MACHINERY.

EDITOR THE BEARINGS: We are going to order nearly 100,000 francs' ($20,000) worth of machinery for the construction of bicycles, and we intend to procure these machines from an American factory. We think that it will be of great interest to your advertisers and American dealers to know what we desire, and we will be happy to receive their catalogues and prices.

If you will kindly make known our wants in your esteemed journal you will oblige us, and it will certainly be agreeable to the American dealers.

With our thanks we present, sir, our compliments.

A. LINDE,
Manager Construction Generale des Cycles,
Boulevarde de la Sauveniere 25.

LIEGE, BELGIUM, April 24.

P. S.—We will also accept the representation of a good make of bicycles of American manufacture.

CYCLE TRADE NOTES FROM ITALY.

MILAN, ITALY, May 1.—The way in which the public taste for cycling has lately sprung up gives promise that in a very short time this country will stand out as the most important European market for foreign wheels. Other countries, such as France, Austria, and Germany, have so far gained experience in the manufacture of bicycles as to enable them to dispense in a great measure with imported goods, but some years will have to elapse before Italy has arrived at that stage when her own productions will begin to affect the trade in foreign wheels. The peninsula is undoubtedly the coming market of today, and those makers will do most business who get there earliest and boom their wheels in the most intelligent way.

This enormous growth of cycling is not surprising in view of the facilities which are opened to the Italians to indulge in the pastime. The climate is very favorable and allows of cycling being carried on nearly all the year round. Only during the short rainy season is it at all impracticable. The roads are also kept in excellent condition and in a great many parts the country is perfectly flat. As in the country so in the towns the cyclist enjoys perfect freedom, and there is indeed really nothing to check the enthusiasm with which the

Italians Have Thrown Themselves Into Cycling.

The sport has been taken up with so much ardor as to become a mania with the great bulk of the population, and this has naturally had a perceptible influence in stimulating interest in the pastime, so much that the number of cyclists is increasing steadily every day.

The cycle industry in this country is of very recent origin, and practically dates from last year. Before that time, a fair number of machines were imported from England and Germany, but the business done was quite insignificant as compared with that transacted during the past few months. The birth of the cycle trade coincides with the establishment in 1894 of two large centers of sale and production, one at Turin and the other at Milan, while several thousand of small agents installed themselves throughout the country. The most important center is undoubtedly Milan, where there are more cyclists congregated than in any other town, while with one or two exceptions all the principal firms have their agencies here. It is here, also, that the largest and most important native works are established, and there are upward of 135 small agents who are closely identified with the cycle trade. In 1894 the number of cyclists registered in Milan was 7,875, while at least 4,690 did not trouble to go through this formality.

The Trade Done in Turin

is about one-half that of Milan, and the number of agents about one-quarter. As all the chief foreign agencies, with the exception of the Raleigh Co., which is established at Florence, are to be found in Turin and Milan. It is in these two towns naturally that the greater part of the business is done; nevertheless, a considerable number of machines are sent out into the country, and while the north has so far occupied the first place in the consumption of wheels, an increasing trade is now being done with the eastern provinces and the south, where the low-lying country and the level roads are especially adapted to cycling. It is in these districts that agents are looking forward to doing the most business in the coming season.

The number of machines sold in Italy in 1894 was 55,000, of which 18,900 were of native manufacture. Of the foreign machines 20,000 were imported from England, 15,000 from Germany, and the rest were purchased from Austria, France, and the United States. The best business is done by those firms who force their machines to the front by a colossal system of advertising. This is indeed indispensable to trade in this country. During the past few months several new machines have been introduced into the market, and this year two American wheels have made their appearance, the Columbia and the Victor, whose agents in Florence and Turin expect to do a considerable business in the present season. The American wheels are indeed the novelty for 1895, and

Novelties Always go Remarkably Well

in this country. It is, however, too late in the season to do any good business with the small agents in the provinces, and a great deal will yet have to be done in the advertising line to make the wheels known. It is rare that any good financial results are obtained before the second or third year.

Another noticeable feature of 1894 was the establishment of hundreds of small works for the putting together of "sets" and parts imported from England and Germany, and it is evident that there is an enormous opening for foreign makers to send frames and detached pieces here and escape the heavy import duties, which put the finished machine beyond the reach of the ordinary buyer, thus necessitating a long period of advertising before the buyer can be induced to save up his money for the purchase of a foreign wheel instead of buying the cheaper native machine. Up to the present time the native makers have been turning out a very large variety of models, but the present season is likely to see a fixity of pattern as the result of the attention which native firms have given to the English shows. They were not able last year to execute all the orders that were received, and the imported machines also fell short of the demand. Special efforts are now being made to meet the increasing trade, and buyers will no doubt be able to satisfy their requirements without difficulty.

The Success of the First International Show

which has just been held here, was a convincing proof of the hold which cycling has secured on the public. The show was organized by the Milan Veloce Club in commemoration of its twenty-fifth anniversary. A large space was closed in, and a good showing was made by all the principal English, French, and German firms. The Italian makers were to the fore with a large number of interesting exhibits from Milan, Turin, Florence, Bologna, and other towns. The grouping together of all the best foreign and native wheels can not fail to have an excellent effect upon the trade in the coming season.

DOING A RUSHING BUSINESS.

WASHINGTON, D. C., May 4.—Trade is increasing every day, and the bicycle business is about the only one that does not have to drag the depression of the times along with it. People want bicycles and they pay for them. If they have no money for anything else, they intend somehow or other to possess a Victor, or a Columbia, or a Rambler, or a Lovell Diamond, or some one of the popular makes of cycles. All the wheels have their merits, and every one's individual tastes are different, so that all the dealers get their share of the business and the profits, and every one is happy all around, a state of affairs among tradesmen seldom met with nowadays.

M. A. Tappan, the well-known sporting goods dealer, has opened a branch house on Connecticut Avenue, exclusively for bicycles. The firm is composed of J. J. Fister and E. E. Hammond, both well-known local bicycle men. Richard Tappan is about starting for New York to see about shipping on fifteen more ladies' wheels, as even in the few days the store has been open they have had numerous orders. It is the intention of the firm to keep thirty or forty wheels to rent, besides their regular stock. They will also have a riding school, an out-of-door one for summer and an indoor school for winter.

Speaking of riding schools, Gormully & Jeffery have about 200 ladies taking lessons in their school, and have been kept so busy they have been obliged to refuse lessons to gentlemen for a time. The firm is doing an immense business, and finds it hard work to fill its numerous orders.

THE PADS CAPTURED EUROPE.

The following letter received by the Sager Mfg. Co. explains itself:

SAGER MFG. CO., Rochester, N. Y., U. S. A.

Gentlemen: All the way through Italy and France I have been hurrahing for the good roads, but I couldn't help interjecting an occasional hurrah for those pneumatic saddle pads. Prior to mounting our wheels at Naples for our six weeks' ride, neither of us had ridden for a year. We made about as many miles the very first day as any day of the tour, and we rode hard every day for a week. Neither of us became saddle worn. Look out for infringements by European manufacturers. Both on the continent and here in England the dealers and riders have been so much pleased with the pads that they are bound to use them in the future.

They have in use here a clumsy contrivance whereby the whole saddle is inflated, but it lacks adjustability and is not a success. Our machines are also provided with your latest saddles. Their superiority over anything in use here made them centers of attraction for experts. One has only to come here to be quickly convinced that American manufacturers lead the world in anything they undertake. Yours, etc.,

LONDON, April 4. MYRON T. BLY.

ABOUT THE THISTLE TANDEM.

Through the kindness of Manager Robie, of the Excelsior Supply Co., two members of THE BEARINGS' staff were enabled to give a Thistle tandem a thorough test on the road. The machine was ridden over the Poorman road race course at Cincinnati last Sunday and the way it stood the test speaks well for its stanchness. It was about the only machine that didn't meet with some kind of an accident. As a hill climber it surprised every one. The single chain makes easy running and in back pedaling on a Thistle tandem one does not notice the least bit of slackness in the chain. The Thistle tandem is certainly one of the finest running machines of this type ever ridden by THE BEARINGS' men.

PHILADELPHIA TRADE.

PHILADELPHIA, PA., May 6.—The announcement recently made that a stock company was about to be organized for the purpose of erecting and managing a large hall or garden, built after the plan of Madison Square Garden, New York, has been joyfully received here, particularly by the large army of cyclers, who, in a short time, will be enabled to offer one of the largest halls in the country for cycle shows and races. Such a building has long been needed here and had there been a place of sufficient size we would probably still have the annual cycle show. As it is, a strong bid can be made for it in a year or so, and it is to be hoped the Quaker City will be given the prize.

It is the general opinion here that a cycle show should be held. Philadelphia is one of the most important cycling centers of the country, has nearly 150 dealers, and, if the truth be known, there are probably more wheelmen in the City of Brotherly Love than in any other city in the country. This latter statement can be vouched for by the sales of the dealers.

If Chicago and New York must have a show, why not Philadelphia? Many dealers favor this city, and would gladly come here. But it is not necessary to do away with any other exhibition just for the sake of bringing Philadelphia in.

Why not Have Three Shows,

or, as some one suggested to the writer last week, a national circuit of cycle shows, just the same as the national circuit of race meets? This latter scheme is feasible, but it would no doubt meet with many objections. With such a circuit more ground could be covered, and a big increase in business would be the result. This city has a Cycle Trade League, and it remains to be seen what action that organization will take in the matter.

The Spalding wheel has had a big run this year among local riders, and Manager Keith is well satisfied with the business he has done. The Chestnut Street store has been very busy for weeks past, and still continues to do a large business. Other makes, such as were bought of Bailey & Co. when the latter sold out to the Spaldings, are also being well patronized. A special line of high-frame roadsters, weighing 22 pounds, is being offered for $70, either for cash or on installments, the latter form requiring a cash payment of $10 and $5 per month for twelve months. The wheels recently sold for $100, the firm's reason for disposing of them at such a low figure being lack of room.

Garden & Brewster, the local Victor and Crescent agents, report that there is an enormous demand for Crescents No. 1, which are being sold on easy payments. So great has the demand been that the firm has been

Unable to Fill Orders

and in order not to disappoint those who have been waiting any length of time have decided to dispose of a few brand new '94 Victors on the easy payment plan for the modest sum of $80.

The Mershon Grate Works, agents for the Ariel and Globe bicycles, contemplate going into the manufacturing business. Last week the announcement was made that the firm had ordered machinery of the finest kind and that work would be commenced before cold weather. It is the intention of the firm to make a strictly high-grade wheel. The machines will probably be on the market early next spring.

A storm of bicycle bargains is what is to be found at the Philadelphia Cycle Bazaar, at 211-213 North Broad Street, and cyclers are taking advantage of the accommodating terms of Emil Werner and are getting good mounts. There are over 300 wheels of '94 pattern, listed at $125, being offered for $40 and upward. Many have aluminum finish and are well worth the prices asked. The '94 Smalley in its beautiful aluminum and black finish is one of the most popular. The balance of last year's pattern of this machine has arrived from the factory and is being sold at $55, with one year's guarantee. Among the other wheels handled by this firm, which is one of the largest in the city, are the Triangle, Phoenix, Niagara, Monarch, Winton, Excelsior, Majestic, American, Philadelphia, and Continental.

TRADE HAPPENINGS.

NYACK, N. Y.—William H. Baldwin has opened new hardware store, and is preparing to add bicycles. He will also conduct a repair department.

PHOENIX, ARIZ.—Gallapin & Hanny, bicycles. A. W. Gallapin on record as having conveyed real estate to Sarah A. Gallapin for $3,500, who files homestead.

QUINCY, ILL.—The McCormick Harvesting Machine Co. has opened a bicycle department, and will carry a large stock of the best wheels. It will also do a bicycle repairing business.

BUFFALO, N. Y.—Taylor & Edwards, bicycles, judgment for $152 reported to have been entered.

BEAUMONT TEX.—R. R. Ridley & Co., hardware, etc., will take up bicycles, and to that end invites propositions from manufacturers of bicycles and bicycle sundries.

LOUISVILLE, KY.—R. C. Whayne, bicycle manufacturer, is enlarging his capacity and rearranging the factory.

WASHINGTON, D. C. N. A. Tappan, 1,013 Pa. Avenue, sporting goods, and Washington agent for A. G. Spalding & Bros., is opening new bicycle store, corner Connecticut Avenue and M Street.

BOSTON, MASS.—John P. Lovell Arms Co. has filed annual statement as follows: Fixed capital, $125,000; assets—Cash and debts receivable, $84,638; manufactures and merchandise, $221,675; total, $406,313; liabilities—Capital stock, $125,000; debts, $264,494; reserve for depreciation, $16,819; total, 406,313.

WORCESTER, MASS.—Lovell Arms & Cycle Co. filed annual statement as follows: Fixed capital, $5,000· assets—Cash and debts receivable, $3,054; manufactures and merchandise, $11,854; total, $14,909; liabilities—Capital stock, $5,000; debts, 9,909; total, $14,909.

ROME, N. Y.—George Payne, dealer in sporting goods. bicycles, etc., deceased.

ILION, N. Y.—Currier & Jenne, manufacturers of sweaters, E. G. Woods has been admitted to partnership.

FROSTBURG, MD.—Frank C. Beall, hardware, etc., is contemplating adding bicycles. Propositions invited from manufacturers of wheels and sundries.

PRINCETON, WIS.—O. J. Weiss, sporting goods, etc., has opened new store. Will accept agency for good wheel.

ATLANTA, TEX.—J. D Johnson & Bro., hardware, bicycles, etc., succeeded by J. D. Johnson.

WASHINGTON, D. C.—Parker, Bridgett & Co., clothiers, of 315 Seventh Street, N. W., have added bicycle attire department, and announce that they sell "everything except the wheel."

DETROIT, MICH.—Hodgson & Howard Co., sporting goods, bicycles, etc., have enlarged and remodeled their store.

ROARING SPRINGS, PA —Adams & Snyder, hardware and bicycles, etc., new store opened.

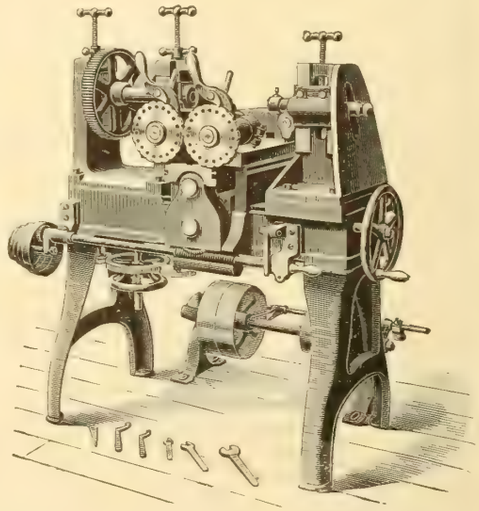
MARSHFIELD, WIS.—Sheerin & Williams, bicycles, etc., reported as having been succeeded by C. S. Sheerin.

PITTSBURG, PA.—L. B. Fleming Co., Ltd., has succeeded the sporting goods house of L. B. Fleming.

BERRYVILLE, ARK.—W. R. Hamilton, bicycles, etc., succeeded by W. R. Hamilton & Co.

SPROCKET WHEEL MILLING MACHINE.

In the accompanying cut we illustrate a machine for milling bicycle sprocket wheels. It is built by the Garvin Machine Co., of Laight and Canal streets, New York, who are builders of a large line of special bicycle machinery. It consists of a Garvin No. 1 Lincoln milling machine, with special heavy tail stock, power feed, and automatic stop.



On the table of this machine is a double spindle indexing or dividing fixture, mounted in an oil pan, with the spindles placed side by side, each fitted with an independent indexing dial, operated by a hand lever, and having the same number of divisions as the sprocket to be cut. This arrangement permits of easy and rapid manipulation and insures absolute accuracy in the work.

The pieces to be milled are mounted in gangs, on arbors which are securely fitted in the two indexing spindles, thus permitting a large number of sprockets to be milled at one setting. The cutter arbor carries two cutters having the exact form of the space required between the teeth on the sprocket, thus at each cut finishing a tooth in every sprocket in both gangs. The cutters are so made that they can be sharpened from time to time without changing their shape.

DETROIT TRADE GOSSIP.

DETROIT, MICH., May 5.—Detroit, as is indeed every place else, is troubled with a wheel shortage. Mr. Hilsendegen, of 310 Wood Avenue, is perhaps kicking the hardest, as he, in addition to a large retail trade, does a great deal of jobbing. He reports a sale of over 2,000 wheels, but lays more stress on the 1,000 he would like to have. He has sold as high as forty-four in one day at retail.

Harry Hanford, the Chicagoan, who came to Detroit to take charge of T. B. Rayl's bicycle department, is no longer with the concern.

Huber & Metzger have disposed of a couple of hundred wheels, mostly Columbias, and at present are suffering from the wheel famine.

The National Mfg. Co., of Bay City, has enjoyed an uninterrupted rush of business up to date, but has just run short of tubing. It expects a supply at an early date. It has in view a largely increased output next year owing to an increase of factory space and enlargement of plant.

The Detroit Wheelmen's annual twenty-five-mile race over the famous Belle Isle course has been set for July 20, and instead of being a club event will be thrown open to the world. A big and valuable prize list is to be offered, and will no doubt bring in many outside entries.

The Fight Over Pumps.

The S. F. Heath Cycle Co., of Minneapolis, writes that the Circuit Court of the United States for the district of Indiana rendered a decision April 22, in the case of the S. F. Heath Cycle Co. vs. Hay & Willits. In a nutshell, Judge Baker's decision was: "In my opinion it involved invention to change the form of the Choker device . . . and combine it with an air pump having a hose with an open end adapted to slip over any bicycle nipple. To one who has accomplished this result the quality of inventor should not be denied. I am of the opinion that the device covered by it constitutes a patentable invention, and that it had not been anticipated by any prior patented device. The defendant's device is an infringement of it. In my judgment it is so palpable an infringement that it is needless to point out the coincidence of structure and the operation of the two devices. It is apparent upon the most casual inspection. There will be a decree for the complainant."

"Jack Napoleon," the famous bulldog mascot of the Columbia team, is dead.

ENGLISH TRADE NOTES.

LONDON, April 27.—Contrary to the expectations freely expressed of many people who should be in a position to obtain early information, the returns of the exports of cycles and cycle parts for the first three months of this year show a decrease compared with those for the corresponding period of 1894. The figures are: First three months of 1895, $1,645,480. First three months of 1894, $1,647,675. The decrease of $2,195 is comparatively small, but one does not like to see it nevertheless, for we have been accustomed to see the export trade increase month by month. I can not see what the cause has been for the sudden reverse in the usual order of events, for although the long and severe winter through which we have passed has undoubtedly had the effect of somewhat checking the home trade compared to what it would have been had the weather been favorable, it surely should not have altered the export business to such an extent. I believe that the real cause for the falling off is to be found in the fact that new firms are springing up on the continent and elsewhere. This may probably account in some measure for the milk in the cocoa-nut, or rather, in this case, the absence of it. I shall look with interest for the result of the first six months' foreign trading this year. Probably there will not be such a diminution, as the principal falling off so far occurred in one month only, namely, February.

Still Another Paper.

Yet another athletic paper has become a purely cycling journal, and this makes some fifteen or sixteen such papers published in the British Isles. Of course the trade is expected to support all these and it does, but the cost is very great and drives some of the smaller makers into the bankruptcy court.

There have been several serious accidents here lately owing to the breaking of the steering-posts of tandem safeties, and there is a general outcry for manufacturers to give this matter proper attention. I know of several firms who are quite content to put heads and steering-posts designed for single machines into tandems, and hence a good many of the accidents which have occurred. *The Wheeler* speaks out plainly upon the question this week, and threatens to name the firms implicated if any more machines are sent out so unfitted for road work. This is a policy which riders should certainly appreciate, but it is also good for the trade, for the tandem safety, properly made, is likely to become extremely popular—more especially those designed for a lady and gentleman—and hence any carelessness in manufacture which may cause accidents and thus throw discredit upon the type will, in the end, prove contrary to the best interests of the trade. Meanwhile several new inventions, designed with a view of strengthening tandem heads, have just been brought out. The liner constructed of coiled steel-ribbon, which is the product of the Central Engineering Co., of York, I lately described, and up to the present I have seen nothing I like better. The Eadie Mfg. Co. has

Just Brought out a Tandem Head of Rather Novel Pattern,

which Mr. Eadie showed me last week. It is really a kind of triple head, or rather a head with a double socket. The steering-post is contained in the usual tubular body, but this itself is separate from the frame of the machine. The latter is attached to another and larger diameter socket sliding over the usual head just described, but kept separate from metallic contact with it by rubber buffers after the manner of the Matchless ordinary manufactured many years ago. It is claimed that this device deadens the shocks, but I do not believe that it will materially save the steering-post, while the appearance is somewhat clumsy. Up to the present I much prefer proper systems of bushing applied to the latter tube, and for choice some such plan as that of the York firm.

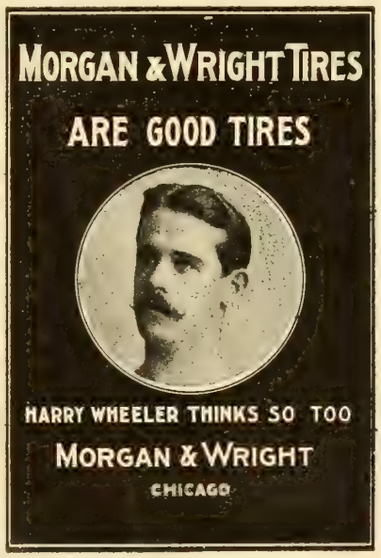
The Osmond Cycle Co., Ltd., are already suffering from distinctly unfair competition, as a small and almost unheard-of firm in London are advertising Osmond cycles at low prices. Needless to say these machines are spurious imitations, if indeed they can be styled imitations at all. The Osmond Co. are, I hear, instituting proceedings to prevent their name being thus illegally used.

The Cyclist this week speaks out boldly upon the no brake question, and points out that

The Craze has Been Spreading all too Rapidly of Late.

A good many of the serious accidents which occurred to cyclists during the Easter holidays were entirely due to this mania. A good brake can be fitted to any machine at small cost and at an increased weight of only eleven ounces, so that there is no excuse for men touring in unknown and hilly districts upon brakeless mounts.

The new pattern Swifts manufactured by the Coventry Machinists' Co., Ltd., have been very successful upon the racing path during the past Easter, but for the life of me I can not see what good it does advertising this fact only. To my certain knowledge not one in every hundred average road-riding cyclist of this country ever reads a line of racing matter, whether it be in advertisements or not. Hence it is that more inquiries are made as to what machine is ridden upon a journey like the ride to Moscow which has just been undertaken by Mr. R. L. Jefferson. Messrs. J. K. Starley & Co. were no doubt fully alive to this fact when they arranged that he should ride a "Rover." WILL O' THE WISP.



MISSING, A SALESMAN.

CLEVELAND, OHIO, May 6.—The all absorbing topic of conversation in wheeling circles the past few days is the strange disappearance of Don L. Robinson, one of the best-known wheelmen, perhaps, in this city. He has been for several years in the employ of H. A. Lozier, in fact has been with him ever since his start in the bicycle business in this city, until a few months ago. On March 31 he left the city, telling his wife he was going to Hot Springs, Ark., for medical treatment. He wrote to her from several western points, but never from the place where he said he was going. These epistles have ceased coming for some time and Mrs. R. has arrived at the conclusion that she and her five-year-old boy have been deserted.

Last year Robinson had charge of the Lozier retail department in this this city, but has

Lately Been on the Road for the Firm.

While in the west he sent in his resignation and since that time the house have not been able to locate him.

The "Association Wheels" is the title of the newly organized Y. M. C. A. club. The club emblem will be an orange-colored triangle with white wings in flight and a "C" in the center. Rules of government have been adopted, the principal one prohibiting members from wearing the club emblem while riding on Sunday. The club does not means that individual riding on Sunday will be prohibited, but that no member will be allowed to display the emblem on Sunday.

A Team Road Race

from Wade Park to the Stillman, a distance of about five miles, is shortly to come off. Gus Boyer and Ed Bode give Geo. Collister 1 minute and W. F. Sayle 1:30 handicap, they starting from scratch. A fine spread will await the quartette and the losers will pay for it. In showing some of the boys Saturday how easy he was going to do it, Boyer, in trying to escape a head-on collision with a wheelman coming in the opposite direction, ran into a wagon. The shock was something awful and the amount of mud he scraped up would fill a wagon.

Lozier's new riding school on Erie Street, in the same square with the Winton biclorama, will soon be ready for use. The lower floor of the building will be used for offices and salesrooms.

NEW BICYCLE BOAT.

J. Dean, of Racine, Wis., has invented a practical bicycle boat, which was recently given a test on the river at Racine. It works easy, in fact not much harder than a bicycle on the road; there is no danger of capsizing, and it is safe in every way. Nothing has yet been brought out that comes anywhere near it for use on small lakes and on rivers. There are two kinds of boats, portable and stationary.

The portable boats consist of two floats, which are made of strong light canvas, rubber covered. Each float has two inner tubes, similar to those used in an ordinary bicycle tire. Each tube when inflated is seven inches in diameter and ten feet long, and they are blown up without the use of a pump, making an air chamber seven inches in diameter and forty feet long, which is sufficient to carry a number of persons. Each float has a truss made of steel tubing, running the full length, which makes it very strong and light, and also serves to take the wear of the rubber casings when the boat is run on the beach. The floats are set four feet apart from center to center, making a boat ten feet long and five feet wide. It is connected by steel tubing, one at each end, one for the front wheel to rest on, and the main frame into which the rear wheel of the bicycle rests. This frame has two upright pieces with an adjustment to suit any size wheel. The bicycle is supported from the center of the wheel or steps, for the only change that is made in a bicycle is to put on an extra step, which is very slight. The rear wheel of the bicycle rests on a friction pulley onto which is connected a small bevel gear, which revolves the propeller. There is a rod with an attachment connected to the top of the bicycle frame, so that the rider has full control of the propeller, and can raise or lower it to suit the depth of water. The boat draws but two and a half to three inches of water. The longest piece in the boat is three feet three inches. It will fold up in a very small package, and will weigh from twenty-five to twenty-seven pounds. Another novel feature is that the frame can be taken off, and the rubber floats make an excellent bed. It is steered with the handle-bar, the same as an ordinary bicycle.

Stewart & Starr, 88 and 90 Walker Street, New York, are placing on the market one of the largest and most varied lines of fine golf and cycling hose, in exclusive patterns of Scotch plaids, in fancy spot-marl effects, embroidered patterns, dice, barred, and diamond designs, both in long lengths, and having the turned-over knicker tops.

A MONARCH MANAGER.

The establishment of a branch office and warehouse by the Monarch Cycle Mfg. Co. at 44 Monroe Street, Memphis, Tenn., has brought that city to the front as the principal bicycle distributing point in the south.



R. FRANK BUNTING.

Several years ago the Monarch company concluded arrangements with a young southerner, R. Frank Bunting, to travel for them in the southern states. Mr. Bunting at once entered into his work with an enthusiasm and vim that soon crowned his efforts with success. Today he is one of the most popular and widely known men in the trade.

Mr. Bunting has an able assistant and co-laborer in his brother, Geo. H. Bunting, who has been for some time past connected with the Monarch company as advertising manager, in which work he established an enviable reputation as a man of ideas and sterling business qualities. Four salesmen are on the road in the interest of the southern branch, and their reports show a very satisfactory business.

The office work of this branch has developed into such proportions as to necessitate the doubling of the force, which shows conclusively that the efforts of the Monarch people to give the southern trade the benefit of prompt shipments and quick deliveries are being appreciated by their patrons.

WHAT GOTHAMITES ARE DOING.

NEW YORK, May 6.—The Starr Cycle Co., 53-55 Second Street, Lexington Avenue corner Twenty-fourth Street, and with their riding academy in Tammany Hall, Fourteenth Street near Third Avenue, is kept more than busy, Mr. Starr superintending all these places and running things generally in so systematic a manner that little or no difficulty is experienced. It was this same brisk and up-to-date business ability that made such a strong impression on Frank Fowler when he was in New York. So well did he think of the Starr Cycle Co. that he appointed it New York agent for the Fowler.

The Smith-Dart Cycle Mfg. Co.'s school is running to its utmost capacity, and business seems booming at the company's store, 42-50 West Sixty-seventh Street. The 16-pound Dart-Vim, a diamond-frame ladies' wheel, is much sought for and ridden by expert riders of the fair sex, who claim for it positive merit.

When a pair of tires that weigh but eight ounces each will stand the wear and tear of a ride from Washington to New York over rough country roads, why look beyond the New York Tire Co.'s product for a perfect tire. A Fowler bicycle weighing 18 pounds, fitted with New York track racing tires, made such a trip last week under a rider weighing 175 pounds. No pains were taken to ride only on boulevards or side paths, but roads in all sorts of conditions were passed over in a "hurry-up" ride between the capital and Gotham, and the splendid manner in which the tires behaved was only equaled by the strength shown by the wheel ridden.

It takes but one glance at an Eagle bicycle to realize that the makers of that thoroughly high-grade wheel, whose New York offices are situated at 88 Chambers Street, have placed before the public a perfect cycle. It was the Eagle Bicycle Mfg. Co. that originated cold swaged frames and tapered tubes, which are now so universally used by manufacturers of wheels made to last. The 20-pound Eagle, listing at $100, is as near a work of art as strong bicycles can ever be brought.

Amos Shirley, 47 West 125th Street, announces an enormous increase in Columbia business this year over previous ones. Renting and repairing of every known kind are features of Mr. Shirley's Harlem establishment. He has a large line of second-hand machines from $25 up, which he takes in trade for new Columbias.

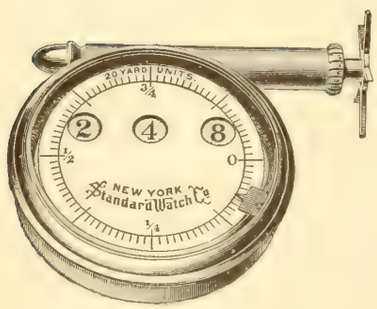
Bloomingdale & Co., the large dry-goods concern of Fifty-ninth Street and Third Avenue, are making features of Scotch plaid stockings at $1.59 per pair this week. These goods are generally retailed at $5. As the supply is limited, and the quality equal to the best, it is probable that the cycle-riding public will not be slow in clearing out this department. In addition to the stockings all kinds and makes of cycle sundries and accessories are marked down to about one-quarter the regulation price.

The formal opening of the Metropolitan Bicycling Co.'s academy, Sixtieth Street and the Boulevarde, last Wednesday proved itself as fashionable a success as the Patriots' Ball in social circles, and was as well attended by the prime movers in society, with, of course, their respective followers, as the opening night at the grand opera.

WANTED, A PARTNER.

I have recently bought up the stock of a large bicycle company and am increasing the plant by erecting new buildings, etc., and expect to turn out 10,000 bicycles in 1896. Would like to take in a partner who would be able to assume the general management of the business and put in about $50,000. Address, MANUFACTURER, "The Bearings."

A Difference in Guaranties.



There are guaranties that guarantee—and others that do not. A penniless tramp may guarantee the payment of the national debt—that is the guaranty of irresponsibility. A Fiji Islander may guarantee the correctness of the theory of electrical induction—that is the guaranty of ignorance. The only guaranty that guarantees is that based on responsibility and knowledge.

The New York Standard Watch Co., with the prestige of a world-wide reputation to sustain and very large financial interests to protect, is qualified to deliver a binding guaranty on the score of abundant responsibility; and after speeding one of its "Standard" Cyclometers, under power, for 100,000 miles forward and 130,000 miles backward, with consideration of the material and workmanship put into this watch factory product, this responsible Watch Company speaks with knowledge of the Cyclometer which it guarantees. Wherefore this:

"We guarantee that the 'Standard' Cyclometer will stand continuous use throughout the life of its buyer. We will repair, without charge, any injured in a mishap to the bicycles."

The New York Standard Watch Co.

11 John Street, New York.

103 State Street, Chicago.

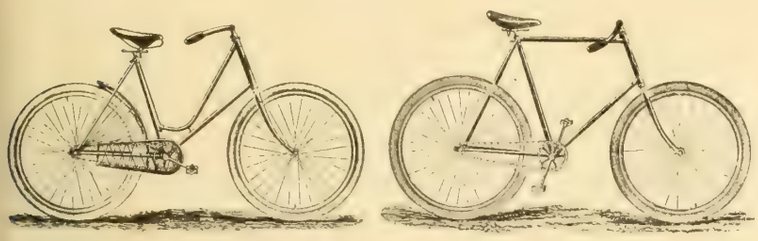
Pacific Coast Agents:
Pope Manufacturing Co., 344 Post St., San Francisco.
Overman Wheel Co., Larkin and McAllister Sts., San Francisco.

Mention The Bearings

FOX BICYCLES.

"Modestly stated, we are free to claim for the 1895 Fox models more distinctive features and essential qualifications than are possessed by any other make of high-grade wheels. We have no freaks to offer, having confined ourselves to the highest possible type of modern bicycle construction."

This opening paragraph in the catalogue of the Fox Machine Co., of Grand Rapids, Mich., describes Fox bicycles in a nutshell. Two models



are made. Model A weighs 24 pounds, 24-inch frame, and lists at $100. The tread is 5½ inches. Model D is the ladies' wheel, with a 19-inch frame, weighing 26 pounds, and listing at $100. Finished in full nickel the wheel lists at $115. Among the features of the Fox are the crank bracket, rear axle and hub, front forks, and front axle and hub.

SOME FACTS ABOUT DECARDY.

The Class A star is a member of the Morgan & Wright Cycling Club, and heretofore has been particularly good at ten or twenty miles and similar distances. His flying start, unpaced, Class A, one-third of a mile at Louisville, May 2, in :38⅗, broke the record made by F. H. Allen, :39⅛, at Springfield, Mass., September 27, 1894. On May 3 DeCardy's flying start, unpaced, Class A, half-mile in 1:00⅖, broke Allen's record of 1:01, made at Springfield, August 27, 1894. DeCardy uses a Syracuse and M. & W. tires.

"Zimmerman Abroad and Points on Training," by J. M. Erwin and A. A. Zimmerman, will be ready for distribution this month. On sale by newsdealers and at all cycling headquarters. Sent postpaid on receipt of 50 cents directed to J. M. Erwin, Room 906, 218 La Salle St., Chicago.* * *

ROUSE, HAZARD & CO. ALL RIGHT.

Rouse, Hazard & Co., of Peoria, started their factory last year and are now running a double force night and day, turning out from thirty to forty finished bicycles a day. Recently there was a fire in the factory, but little damage was done, and only two departments were disabled. The reports of the fire did not state this fact, and many of Rouse, Hazard & Co.'s agents were under the impression that the factory was destroyed. To make matters worse, several traveling men for rival firms took the newspaper clipping and circulated the story that R., H. & Co. were seriously disabled, and couldn't fill orders. At De Kalb, Ill., one agent was just on the point of sending an order to another concern, because he was confident that he could not get the goods from Peoria, when one of Mr. Rouse's men called.

Mr. Rouse was in Chicago last Wednesday, and stated that his firm was able to fill all orders, and that the fire had not delayed it in turning out wheels. He wished that the story being circulated by opposition traveling men be denied.

The New Gendron.

The Gendron Iron Wheel Co., of Toledo, is just out with a ladies' light wheel and within a week will be ready to help to supply the unexpected demand for ladies' wheels. It is the No. 18 shown in the accompanying cut. Both wheels are 28 inches, the frame has a depth of 22 inches to the center of the crank shaft; the head is 9 inches; the wheel base 42½ inches. The wheel weighs 23½ pounds with brake and guards all on.



Gendron No. 18.

A New Road Book.

C. F. Wadsworth's road guide, which is just out, contains new maps and information for bicycle riders. The work covers very thoroughly the northern half of Illinois and southern half of Wisconsin, which territory embraces all the favorite runs of Chicago and Milwaukee cyclists. This is the only work which contains a correct map of this year's Chicago road race course. It also contains sample general maps of the principal towns in Wisconsin and Illinois, among which are: Evanston, Highland Park, Waukegan, Racine, Milwaukee, Beloit, Belvidere, Elgin, Aurora, and Rockford.

E IF E
YOU WANT
A
CHEAP BICYCLE OR TANDEM
YOU WILL NOT BUY
AN EAGLE
WE MAKE ONLY THE BEST
THE EAGLE BICYCLE M'F'G. CO.
TORRINGTON, CONN.

OSEN A PROFESSIONAL.

For violation of Clause C, Amateur Rules, Oscar Osen, San Jose, Cal., is hereby declared a professional. Amateurs are warned that to compete with these men will forfeit their amateur status.

For violation of Clause C, Amateur Rules, Charles A. Diemann, Cedar Rapids, Ia., is hereby declared a professional.

For competing at unsanctioned races, P. C. Sisler, C. H. Cookman, M. J. Babb, C. H. Hinchman, F. J. Strawbridge, B. Hay, of Haverford, Pa., and Frank Reeve, George Lewis, William McDonald, Roy Lennon, of Gilroy, Cal., are suspended from all track racing for thirty days. Riders are warned not to compete with them.

The following riders are hereby declared in Class B:

George A. Nissen, Alameda, Cal.
Julius C. Smith, San Jose, Cal.
R. E. McCollough, San Francisco, Cal.
Allan N. Jones, San Jose, Cal.

An additional handicapper (for the State of Maine) has been appointed; his address is Walter E. Toble, Portland, Me.

One-mile national championship has been assigned to Denver, Col., October 19.

Following sanctions have been granted:

April 30—University of Pa. A. A., Philadelphia.
May 30—M. E. L. Cramer, Potsdam, N. Y.
June 17—Twadahathlodaque Tribe, Utica, N. Y.
August 24—Albany Bicycle Club, Albany, N. Y.
May 30—O. S. Bunnell, Pitman Grove, N. J.
June 27—Carbondale Bicycle Club, Carbondale, Pa. (National circuit.)
May 2—Cornell University A. A., Ithaca, N. Y.
May 4—Union College A. A., Schenectady, N. Y.
May 4—Princeton University Track A. A., Princeton N. J.
May 11—Princeton University Track A. A., Princeton, N. J.
June 10—Remington Cycle Club, Ilion, N. Y.
May 30—Y. M. C. A., Charleston, W. Va.
May 4—Columbia College A. A., New York, N. Y.
May 11—Columbia College A. A., New York, N. Y.
May 18—Columbia College A. A., New York, N. Y.
June 8—Phoenix Athletic Assn., Phoenixville, Pa.
April 26—Stanford C. C., Palo Alto, Cal.
May 4—San Francisco High School C. C., San Francisco, Cal.
May 18—Pastime A. C., St. Louis, Mo.
May 30—Pastime A. C., St. Louis, Mo.
May 29—Piedmont Wheelmen, Salem, N. C.
May 30—Piedmont Wheelmen, Salem, N. C.
May 3—College City of New York, N. Y.
July 4—Columbia City Cycling Club, Columbia, Ind.
May 1—Capital City Cycling Club, Jackson, Miss.
May 4—Southern Athletic Club, New Orleans, La.
May 11—South Association A. A. U., New Orleans, La.
May 15—Nashville Athletic Club, Nashville, Tenn.
August 2—Fremont Cycling and Athletic Club, Fremont, O.
May 6—Laredo Bicycle Club, Laredo, Tex.
May 3—Chas. Brumfield, Mansfield, O.
July 4—E. J. Kilpatrick, Danville, Ill.
May 11—Swarthmore College, Swarthmore, Pa.
May 6—Princeton University Track Assn., Princeton, N. J.
May 11—Cornell Athletic Club, Ithaca, N. Y.
May 18—University Track Athletic Assn., Cambridge, Mass.
May 30—F. W. Stowe, East Hampton, Mass.
May 30—Portland Wheel Club, Portland, Me.
May 1—Phillips Andover Academy, Andover, Mass.
May 6—Mass. Inst. Tech. Ath. Association, Cambridge, Mass.
May 4—Harvard Athletic Association, Cambridge, Mass.

GEO. D. GIDEON.

Sporting Life has lost its cycling writer Frank Egan, who left that journal last week to take an editorial position on *The Wheel*, of New York

ASBURY PARK'S HOUSE WARMING.

ASBURY PARK, N. J., May 6.—That the Asbury Park Wheelmen are still alive, and that the members are not quarreling among themselves to the extent that some of the newspaper reporters accredited them with recently, was demonstrated beyond question on Wednesday night. The occasion was a reception and house warming tendered by the club to their many friends and especially to the ladies who assisted them in making their recent fair such a grand success, thus enabling the club to clear over $1,000. The club certainly has a warm place in the hearts of the Asbury Park citizens as their fair was more successful financially and otherwise than any similar event ever held in Asbury Park, the bicycle boys receiving donations from many people who do not make a practice of donating to similar enterprises.

Fully 700 invited guests were present at the reception during the evening. The elite of Asbury Park, Ocean Grove, Long Branch, Atlantic Highlands, and other towns adjacent to the coast were present, including many of our prominent business men and borough officials. It was indeed

The Grandest Affair of the Kind Ever Held

in Asbury Park. From 7:30 to 10 o'clock the new clubhouse was thrown over to the visitors. The guests were taken in charge by the members as soon as they entered the house, and were escorted to the dressing rooms, after which everybody was introduced to everybody else, thus making it very pleasant and agreeable for all present. The rooms were tastefully decorated with palms, ferns, and cut flowers, and presented a very creditable appearance, showing good taste on the part of the decorators. A large table had been spread in the billiard room, which was also tastefully decorated, and the guests were served with refreshments. At 10 o'clock dancing began, and the spacious assembly room on the second floor was soon filled with merry dancers. The management of the floor was under the direction of Mr. W. A. Berry, who filled the position with credit, both to himself and the Asbury Park Wheelmen. The costumes of the ladies were rich and attractive.

The club is making preparations to receive the Crescent and Atlantic City Wheelmen, who expect to make a century run on May 29, leaving Atlantic City at 1:30 a. m., reaching the Park about 7 p. m. The visitors expect to remain over Decoration Day and attend the races of the Asbury Park Wheelmen on that date.

It is surprising the amount of business that is being done by the Hunt Mfg. Co., of Westboro, Mass. It is running 22 hours per day, and has lately increased its capacity by adding additional machines in order to double the output and supply the demand for its saddles.

PEERLESS

RIDERS MAKE THE RECORDS!

AGENTS MAKE THE PROFITS!

WRITE US AND FIND OUT WHY.

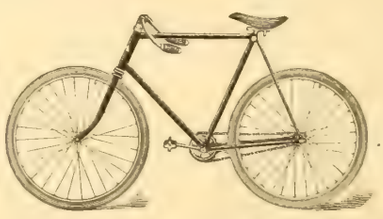
TRADE MARK



E. A. McDuffie Won First Time Prize

In the Great LINSCOTT ROAD RACE, last Saturday, in 1:12:08,
and this is the wheel he did it on—

THE PEERLESS BLUEBIRD LIGHT ROADSTER!





THE PEERLESS MFG. CO.

CLEVELAND, OHIO.

ECK'S SENSIBLE SUGGESTIONS.

He Furnishes Some Practical Ideas for the Racing Board to Ponder Over—Modern Racing.

SYRACUSE, N. Y., May 5.—So many different theories have been advanced pertaining to the advisability of altering the existing racing rules of the League of American Wheelmen, that cyclists in general do not know where they are at. The situation is an unprecedented one and bears watching. One thing is evident, the board must adopt some system during the coming year, or perhaps next, that will harmonize the racing interests with the plans of the manufacturers. The cycle factories of the world keep the races moving, and it is this element of riding that is holding the L. A. W. together today. No one disputes the statement that cycle races made the League what it is today, and if this branch is allowed to traverse its way unattended, the L. A. W. is going to have a reaction that some day may result in its utter downfall.

Any Man Can Advance an Idea,

and although it seems impractical at first, its real worth must develop in time, if there is anything in it. When the L. A W. lost that active individual Howard E. Raymond, by whose foresight the wonderful satisfaction of two classes was demonstrated, a man passed from service whom the L. A. W. could ill afford to lose. There are others. Tom W. Eck is no chicken. He has seen life, and as a bicycle rider has been a careful observer. It is to his interest to foster the sport, for therein he gains a livelihood. Naturally, then, when he sat down to talk with the correspondent for THE BEARINGS yesterday his fertile mind was emptied of theories that some day may be made practical and be put to some use. It is seldom that Thomas gets in such a talkative frame of mind, but here is just what he said, and the members of the National Racing Board will do well to

Dwell at Length on Every Suggestion the Trainer Advanced.

THE BEARINGS' correspondent called on Eck at his hotel for views on the present racing system of the L. A. W.

"What do you think of the two-class rule?" inquired the scribe.

"Well, I have always thought well of the Class A and B rules, and they filled the bill very well for a time. That is until the clubs throughout the country virtually killed the B rule by putting up prizes that do not approximate the value advertised. For instance, Johnson, Sanger, Bald, Tyler, and others win, say, $7,000 in advertised prizes, and they have them inventoried at the close of the season. They discover them to be worth $3,000 and sometimes hardly that. The men do not smile over the result of their season's work; they naturally feel that they have been imposed upon. Take for instance the wheels they won last year, such wheels being advertised at $150. This spring the price of the wheel drops to $100. There is one-third of the value gone. Then the wheel is a '94 pattern, and that will take off another third, and

"Leave the Rider a Machine Worth $50.

Most of the other prizes follow in the same ratio. Mr. Raymond in his article says that if cash was given, the manufacturer who now gives a $50 prize could only give a $10 cash prize. It only goes to show how foolish it is for men to ride for prizes worth only one-fifth of their value. There is not a rider on the circuit who would not rather ride for a $100 prize, actual value, than a prize advertised at $150 and only worth $75. These are the things which make the men kick. It acts the same on a rider's feelings as it would to a man who expected to receive $100 a week for his services and when pay day came around he only drew $50. That's the whole thing in a nutshell."

"What do you think would remedy this?" inquired the correspondent.

"That is a pretty hard question to answer," said Eck, smiling. "The only satisfactory way that I can see is the one I suggested to THE BEARINGS some months ago. That is for clubs to offer gold bars, bricks, or slabs of gold. Then every rider knows he is going to

"Race for a Prize up to Valuation.

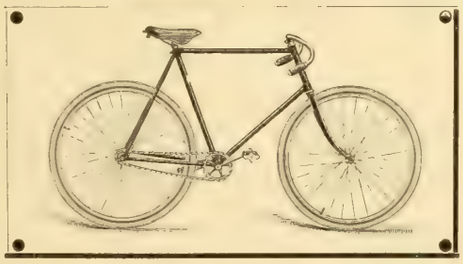
When I made the above suggestion I said that the prizes should be made under the direction of the Racing Board, who could have dies made in sizes for prizes for firsts, seconds, and thirds. They should be numbered and stamped with the L. A. W. design. The stamping of these bars would not cost a great deal and the prizes would then be up to valuation. Being numbered, the Racing Board could call for any number they cared to locate, and if the rider could not produce it, then he would have to stand his suspension or expulsion as the case called for."

"Do you think clubs throughout the country could afford to give $150 prizes in cash or gold bars?"

"That is just where I want to explain a few things in regard to the racing system and management of race meets. I probably have had more experience with race meets and race meet promoters than any other cyclist in the world. Some seven or eight years ago I wrote an article for a cycling journal and stated just what I am going to tell you. It is this: That the clubs who give race meets have too many events on the programme. It tires the people. The time has gone by for a ten-event tournament on a single day.

"There are too Many Riders Now.

We are moving faster than years ago and we must alter the old style for a more profitable one. When a club has a ten-event programme for one day let it cut it in two and run five events each day. As it receives on an



BE PATIENT . . .

A GOOD THING IS WORTH WAITING FOR.

The best proof that a thing is good is the demand there is for it. The public at large are not to be deceived, and when the demand for an article is so great that with the best efforts of the makers it can not be supplied promptly, you can rest assured that it has true merit, and is worth waiting for. Be patient, and do not go and buy some cheap bicycle that you can get at once, because you have to wait a little for a Tribune. It will pay you to wait. The Tribune is a good thing and all the best riders are getting it. It is the only wheel that has the Cycloidal sprockets. Ask your scientific friend if any other form of sprocket is correct.

Be patient, every order will be carefully filled in its turn. We can not give any one preference.

SEND FOR CATALOGUE. **THE BLACK MFG. CO.,** ERIE, PA.

average thirty entries for each event, some have to be run off in heats. By running the heats and finals of five races one afternoon it takes up all the time a crowd of people care to spare for an afternoon's pleasure. Instead of having the ten events on one day, it could hold a two-day tourney. The receipts for two days would be much more in proportion and such an arrangement of races would materially assist in sparing the riders."

"But should the clubs on the national circuit all wish for two days the circuit would not reach across America," volunteered Eck's questioner.

"You are right; but then the time for one circuit has gone by. Make two or three circuits and have the first end at the L. A. W. national meet. The League has never made any money to speak of out of racing. It does not look far enough ahead. If I were on the Racing Board I would show the L. A. W. officers how to

"Put $50,000 a Year into their Treasury."

"You may some day have this position if the League recognizes professionals," encouraged THE BEARINGS' correspondent.

"Well, that may come in time, but to return to the subject of circuits. I did suggest at Indianapolis last year two or three circuits for this season. I saw that the sport was on the increase, and some of the towns would be left out in the cold. Bicycle racing has come so much in favor that any club in this country could give two or three tournaments each year and make money. To do this we should have more circuits, and not confine every rider in this country to one circuit. It don't add to the interest. The same riders meet too many times. If we had two or three circuits then the crackajacks of each circuit would be talked about and commented on, and their speed compared, and if they should all come together at the national meet for the first time each year a tremendous crowd would go to see the different champions struggle for honors. The meeting would be the talk of the country, and thousands of wheelmen would come from all parts of the United States and Canada to see the grand fight between the great riders from each circuit. I would like to know who would not pay a dollar admission for such an event. But when the men meet day after day down through the circuit

"It is Too Much of a Sameness.

It's pretty good sport, but not woolly-eyed excitement. The crowd from your town does not pick you up and carry you around the track, and the cowboy whoop from the wild and woolly westerner does not ring out, and the thrilling hurrah of the easterner is seldom heard. It would be like the good old days of the old ordinary riders at Springfield, upon one occasion when the international races were on. The Englishman was leading into the stretch and the band struck up "God Save the Queen," but when old Jack Prince shot past the English champion, Howell, the music changed from England's national air to "Yankee Doodle." The crowd rose as one person, and such cheering has not been heard there since. It would be so at the national meet if the Racing Board could see far enough ahead to bring about such events. Money is no object, if you give the people what they want. They pay all the way from 50 cents to $5, even $10, and as high as $25, for a performance at the theater, and if they get the same article at a bicycle race meet they will

"Put Down Their Money for Tickets

just as willingly. I could go on all night and offer suggestions for you; but I am not going to say any more now. Wait until I am on the Racing Board or connected with the $100,000 cash-prize syndicate. Then I will give you a few new ideas that will be up to date."

ILLUMINATED PARADE IN NEW ORLEANS.

NEW ORLEANS, LA., May 4.—The illuminated bicycle parade of the New Orleans wheelmen, or at least the representative portion of them, was viewed by at least 10,000 people, who lined the sidewalks along the route, which was up and down Charles Avenue. There were about seventy-five wheels in line, upon some of which considerable time and taste had been expended making them very handsome. Fireworks sent up from the band wagon contributed no little to the display which, though not large, was keenly appreciated.

At the annual meet of the L. A. A. A. U. on May 11 there will be four Class A events, which will be competed in by representatives of the various clubs composing the union.

The Crescent Wheelmen, recently organized, are receiving but little support from wheelmen in general, notwithstanding the apparent revival of wheeling. They are at present without headquarters, but offers are made by one of the athletic clubs of the city with a view of amalgamation.

The Sterner Cycle Co., of Chicago, has issued a very complete catalogue, which will be sent to any address. The Sterner company makes the Speedy chain lubricant which is being used by the McIlraths in their tour of the world.

The home of Stearns bicycles is indeed a busy place these times. The factories are running to their fullest capacity, and with 800 men and 22 hours work a day the company can not keep up with their orders.

R. D. Hunt & Co., of Ottawa, Kan., have opened an exclusive bicycle store in that city, and with the Syracuse for a leader are doing a good business.



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NEW YORK NEWS NOTES.

NEW YORK, May 6.—The eighth annual games of the De La Salle School Athletic Association were held last Saturday afternoon at Berkeley Oval. There were two bicycle events down for decision, at one mile and one-half mile respectively. In the former it was necessary to run three trial heats and the final, which was won by W. A. Ehrich, Harvard College; C. J. H. Harbeck, Cutler School, second; N. Fowler, Cutler School, third. Time, 2:40⅛. The half-mile event was a handicap and was won by G. Corbett, thirty yards; F. Dunn, scratch, second; A. Gravers, twenty yards, third. Time, 1:24⅜.

On the same day at Williambridge, the Columbia Collegiate Athletic Union games, open to all amateurs, were given before an audience that fell far below expectations. About all the colleges and notable athletic clubs were represented and some spirited work resulted.

Only one cycle race was programmed, that being a two-mile handicap. In this event young George Ruppert made his bow to the public this year as a contestant. He was placed on scratch. Ruppert's riding surprised even his most ardent admirers. To be sure the best he could do was to finish third in the second trial heat, but several times during the progress of the race he was pocketed and compelled to slow up in order that he could get around his field. With no interference Ruppert would surely have won handily in collegiate record time or better, as will be shown when next he starts in a scratch event. D. E. Baxter, Columbia College (125 yards), won the final heat and the race in 5:00⅖; I. A. Powell, N. Y. A. C., and H. L. Howard, Columbia, finishing as named.

Want the Toll Reduced.

At present the New York & Brooklyn Bridge Co. is charging cyclists who ride across that structure on their bicycles the sum of 3 cents. A complaint has been made that this charge is exorbitant and a demand for a reduction has or will shortly be made by a delegation appointed to go before the bridge commissioners and ask that the fare be changed to 1 cent. Just where the point in this move is concealed is not plainly apparent. Of course to win means a saving of 2 cents to the wheelman on every trip.

A bicycle tea was given at the old Claremont Mansion on Riverside Drive last Saturday to which society awheel fairly flocked in droves. It was for the benefit of the Burnham Industrial Home for Boys and certainly proved itself an unqualified success, both from the social as well as the financial points of view. The mansion was highly decorated with tri-colored bunting and by the latter part of the afternoon the building was literally jammed. Earlier in the day the Michaux Cycle Club had held its first annual meeting and the parade of the Coaching Club had been given, each of these swell events making Claremont their objective points in their outing. Lander's orchestra was never better and discoursed music of all kinds and classes to the apparent approval of those present on the lawns and verandas. To publish

A List of the Well-Known Persons who Attended

this greatest of great successes would be to reproduce the entire list of Gotham's wealthiest and best-dressed population—of course recognized in the magic circle known as society. These bicycle teas promise to be seen at their best at Newport this summer, where most of New York's society cycling enthusiasts spend the warmer months of the year.

There will be a reception, grand parade, theater party, race meet, and photograph taking of those present at the annual meeting of the New York state division, to be held at Brooklyn June 14-15 this year. The new Manhattan Beach third-of-a-mile track has been secured for the races, which promise to be more than ordinarily interesting. It has been arranged to transact all the state official business during the morning of the 14th inst.; opening of the two-day race meet in the afternoon of that day, and theater party at night.

Saturday morning the formal opening of the Coney Island Cycle Path will be celebrated with a cycle parade which it is confidently expected will have never been equaled before in point of numbers in line. That afternoon will end the races, and a grand ball and reception, to be held in the evening at Coney Island, to which L. A. W. members will be admitted free, will bring to an end a division meet that for one continual round of pleasant go and excitement will stand absolutely at the head of all predecessors.

The two cycle events at the Twelfth Regiment Armory games last Thursday night were both won by W. H. Owen, a promising rider who is training now for the Irvington-Milburn road race Decoration Day.

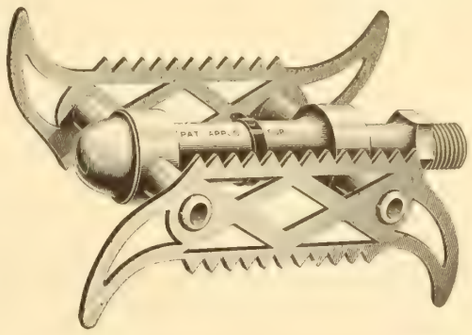
A New Tire.

The Eastern Rubber Mfg. Co., of Trenton, N. J., have placed upon the market a new departure in the way a hose-pipe tire. A great advantage is that in case of serious injury to the valve stem it can be replaced easily and without in any way affecting the usefulness of the tire as a single tube. The process of construction is such that it is impossible for the tire, after having been in use for some time, to "honeycomb." This tire weighs about 3½ pounds per pair, and has a very trim appearance.

The following people have visited the Stearns factory this week in an endeavor to get Stearns bicycles with which to supply their trade: A. R. Hamilton, of L. B. Fleming & Co., Pittsburg, Pa.; H. T. Dunn, of H. T. Dunn & Co., Gardner, Mass.; G. F. Wiese, of Wiese & Bowen, Philadelphia, Pa.; James Hopler, of James Hopler & Co., Binghamton, N. Y.; Lawrence Devany, of Devany, Hopkins & Co., San Francisco, Cal., and J. C. Gallagher, Elmira, N. Y.

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WASHINGTON GOSSIP.

WASHINGTON, D. C., May 7.—Bloomers are as rare in Washington as watermelons at Christmas time, notwithstanding the great number of women riders seen daily on the asphalt streets and avenues of the capital. Once in a great while, after night has fallen, a fair cycler can be seen who has taken advantage of the darkness to don her rational costume and ride abroad, but even these do not average one in 100 of the many charming devotees to cycling who fairly swarm about town.

About all that is needed to start the ball rolling is the formation of a swell cycle club like the Michaux, of New York, with members of the various "royal" families of Washington as its founders. It stands to reason that the masses would follow in the wake of any attempt at rational attire on the part of the swell people here, after which no more attention would be paid to the bloomer girl than is attracted now by the sight of beplugged hat, befrockcoated, and bepatented leather shoed men about town who ride daily.

An Attempt to Lower the Record

of 3:28:00 between Baltimore and Washington (forty-three miles) will probably be made some time during the ensuing week by one of the local wheelmen. The roads are said to be absolutely vile between these two points, and to make the trip on a light machine will test the wheel to its utmost.

Even the most lowly avail themselves of the chance to cycle in Washington. Yesterday a little negro, not over ten years of age, was seen rolling down Pennsylvania Avenue perched on an old three-legged stool, in a toy express wagon, through the bottom of which a hole had been cut large enough for him to place his feet in order that he could propel the improvised pedals, which by means of a rope full of knots, the latter serving as a chain, he was enabled to paddle away down the street as happy as his more fortunate brethren, who passed to and fro mounted on '95 models of the high-grade machines.

The Colonel Gets Tangled.

Colonel Pope reached town one day last week, just after Bald had broken the two-mile record in California. About the first thing the colonel had to say when greeted by THE BEARINGS' man was:

"I suppose you have heard about our man Bliss, who broke the two-mile record yesterday?"

"Who?" queried the scribe, in a tone of amazement, for the colonel seldom makes such a mistake as to call Bald Bliss, any more than he would to designate Asa Windle by the cognomen of "Little Eva."

"Why, Bliss; you know him, don't you?" replied Pope.

"I guess you mean Bald, don't you?"

"Yes, Bald, that's it; I never can think of his name."

Just then W. F. Sims, also on the Columbia team this year, stepped up with outstretched hand and saluted his master as follows:

"Good-morning, Colonel."

"Good-morning, sir," returned the one addressed. "Let me see, what is your name?"

"*My* name! Why, my name is Sims; W. F. Sims, of Washington. I'm on the Columbia team this year."

"Ah, ha; you are, huh; well, I'm glad to meet you. How are you?" etc., and Sims sneaked out the back door, realizing that there were others.

The Columbia Athletic Club's New Track.

On May 30 the Columbia Athletic Club, of Washington, will formally open its new cycle track, now in the course of construction on its old grounds, near the Washington Monument. This track will be the fastest thing of its size in this section of the country, being banked seven feet six inches on the turns and measuring five laps to the mile. For the present its surface will be of rolled clay, although later on it is quite possible that a top dressing of fine gravel will be added, which will certainly improve it. In appearance, so far as the banking is concerned, the course resembles the Velodrome Seine in Paris, being the same size and style. Inside the track the baseball diamond, cricket grounds, etc., will be laid out, while to the right of the homestretch a 100-yard cinder path will be laid. A grand stand seating 1,000 or more persons will be erected in time for the opening games on Decoration Day. In these grounds stands the old Van Ness mansion, built away back in 1800 or thereabouts, which will be altered and fitted up into a model clubhouse for the convenience of members and their friends.

The Columbia Athletic Club's inaugural races will make the opening of the track a memorable one. Class A and B races will be run, as well as the District of Columbia and the C. A. C. championships at different distances.

TOURS IN THE ROCKY MOUNTAINS.

The "Scenic Line of the World," the Denver & Rio Grande Railroad, offers to tourists in Colorado, Utah, and New Mexico the choicest resorts, and to the transcontinental traveler the grandest scenery. Double daily train service with through Pullman sleepers and tourists' cars between Denver and San Francisco and Los Angeles. * * * 1

A VALUABLE COMPENDIUM.

"The Cyclist's Handbook," issued by the American Wheelman Publishing Co., 23 Park Row, New York, is one of the most valuable compendiums of racing ever published. Just at this time, when racing has just begun and the riders are training, this handbook will prove invaluable. It gives sketches of all the racing men with their modes of training, as well as their records. It also gives information on how to run race meets, with full instructions to all the officials. The price is only 10 cents prepaid, and it should be in the hands of every racing man and lover of the sport. Stamps or silver accepted. * * *

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THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XI
No. 16
CHICAGO, MAY 17, 1895.

WILL USE THE OLD COURSE.

Historic Waukegan Road Race Will be Run Over the Regular Route—Signboard Agitation.

MILWAUKEE, WIS., May 14.—The old Waukesha road race—the pride of the Milwaukee Wheelmen, who have become famous on account of this event—will not be abandoned as has been generally reported since the last race was run. At a meeting of the racing board of the club on Saturday night the matter of changing the course came up for consideration. Since last July some of the members have favored holding a race, the start and the finish of which should be at the same point. It had been planned to run to Elm Grove, over the Blue Mound road, and return over the Watertown plank road, but the Waukesha Wheelmen asked the local club not to make the change, and promised its support if the race was run as it has been for the past eight years. Business men at Waukesha also

Urged the Wheelmen not to Adopt the New Route,

and at the meeting on Saturday night the racing board, in view of the fact that the events in former years have always terminated successfully, decided not to make the change. The race this year will be run on July 4; the time limit will be 10 minutes, and the handicapping will be done by a committee instead of by one man as heretofore, so that it is expected that there will be less complaint of favoritism. The entries will close on June 23, and the handicaps will be announced a few days later. The entry fee will be $2. Ten fine time prizes will be hung up, and this will be a great inducement for fast men to enter. Before the race is held considerable improvements will be made on the road. The list of prizes this year will surpass all that has ever been offered here before, and many are already promised from manufacturers, who made the offers unsolicited. The list of entries will be no less than 250.

The Wisconsin Division officers have now turned their attention to town chairmen, who during the next few months will find themselves in trouble if they do not

Enforce a Law that has Been a Dead Letter

on the statute books for several years. It is in relation to the putting up of signposts in the state. In the east and in the middle states there are comparatively few roads which are not marked by guideposts, but in Wisconsin this has been entirely neglected and the signs are few and far between. The following is the law on the subject, and the division is urging its local consuls to insist on its enforcement or cause arrests to be made:

The chairman of each town shall cause to be erected at the intersection, within his town, of all main traveled roads with other established roads, suitable guideboards, giving direction and distance from point of such intersection to adjoining or important towns; and shall keep in repair all guideboards erected, the expense to be paid from the treasury of the town. And every such chairman who neglects to erect or repair any guideboard, after ten days' notice in writing has been personally served upon him, stating that such guideboard has not been erected or that it is out of repair, shall for each month that elapses after said period of ten days, and for each instance of such neglect for such time, forfeit $5, one-half to go to the person making the complaint and the other half to the school fund.

Decoration Day Will be a Busy One

for wheelmen in this city. The division has arranged to have a large parade of wheelmen in the city, which will be several miles long. All the clubs have consented to take part, and after parading the streets here the line of riders will proceed to the Soldiers' Home, where a lunch will be served in the open pavilion. Speeches are to be made by prominent wheelmen in this city. Besides the riders of the present day there will be those who rode wheels before the safety came into use. A number of residents of this city have old ordinaries stored away in garrets and cellars, and all the old machines are to be dug out and brought into use for the occasion. A grand time will be had if the weather is favorable on that day. In addition to that, the officers of the division have arranged with the Milwaukee *Sentinel* to print on that day a bicycle edition. Besides the regular news matter the paper has consented to print eight pages of nothing but bicycle news from this state, and on racing matters generally. The edition will be illustrated handsomely.

The Wisconsin League for Good Roads

held a very important meeting the other day at the rooms of the Merchants and Manufacturers Association, and took its first step toward securing better highways. Besides the members of the board of directory of the League there were present a number of Milwaukee's representative business men, including Mayor John C. Koch and other officials. All urged that a start be made so as to show the farmer what can be accomplished at small cost in the way of a good road, if the matter is properly managed. On that account it was decided to secure a good road from the city to the State Fair Park. Over this road farmers from all parts of the state will have to travel next time they visit the fair, and it is thought that a good road to the grounds will set them to thinking of the advantages to be gained.

Marinette has decided to conduct a large meet on July 4. It will co-operate with Menominee in this respect, and every effort will be made to secure all the leading racers in the state. A liberal list of prizes has already been promised by business men who are enthusiastic over cycling. It was at first decided also to have a road race in the morning, but this scheme was abandoned because Menominee did not favor it.

Waupaca Wheelmen Have Leased a Bicycle Track,

and are now training for the coming season. The club has decided to enter all its fast men in all leading events in the state during the year.

Green Bay, which was to conduct a track meet during July, has given up the idea on account of lack of track facilities. An effort has been made to raise enough money for the purpose but the project fell through.

A bicycle factory is wanted at Kenosha. The Business Men's Association has appointed a committee to negotiate with a firm and a proposition made by a manufacturer is now under consideration.

At Appleton an alderman threatens to introduce in the council an ordinance making it a misdemeanor to wear bloomers on the street. There are four young ladies who wear the rational dress and society there is shocked at their "boldness." The male riders of the town are in sympathy with the girls and will back them up if they get into trouble.

At Marinette the division officers have taken into court the case of Carl Klagstad, who was run down by a careless driver and badly injured. Hereafter all road hogs are to be prosecuted by the division.

505---ENTRIES---505.

The Associated Cycling Clubs held a meeting at the Old Colony Building last Monday evening preliminary to the annual parade of the clubs and the running of the Chicago road race. Secretary Clarke reported that he had received 505 entries up to the time of closing of entries on Saturday night. This, in view of the fact that the entries were limited to members of clubs belonging to the association and riders living outside Chicago, is remarkable. The value of the rule was shown in the increase in the number of clubs now belonging to the A. C. C. The secretary turned over a check for $1,010—the entry fees. There was complaint that the entry blanks were not distributed as widely as they should have been, the complainers claiming that the entry list would have been still larger had all who desired to enter been able to obtain entry blanks. It seems that the bicycle stores were not supplied.

The committee on the joint run of Sunday, May 26, reported that it had obtained permits for the clubs to assemble on the Lake Front and from there to ride off over the road race course. The committee also reported the order in which the clubs should form, having settled the question by lot. There was some dissatisfaction at this, members of the larger clubs claiming that their clubs should have been given places at the head of the line. The action of the committee was, however, sustained, and the clubs in the order in which they will form are as follows:

1, Illinois; 2, Calumet; 3, Chicago; 4, Plzn; 5, Lake View; 6 Lakeside; 7, Columbia; 8, Garden City; 9, South Side; 10, Ladies' Knickerbocker; 11, Lincoln; 12, Viking; 13, Thistle; 14, Morgan & Wright; 15, Æolus; 16, Irving Park; 17, Central; 18, Englewood; 19, Clarendon; 20, Union; 21, Postoffice; 22, Overland; 23, Chicago Record; 24, West Side; 25, Sterling; 26, 27, and 28, three branches Young Men's Christian Association; 29, Gross Park; 30, Monitor; 31, Marquette; 32, Women's Cycling Club; 33, unattached.

A representative of the Galesburg meet was on hand, and told the delegates that the preparations for the state meet were rapidly approaching completion. He said that the hotel accommodations would be ample and that a fare of $4 for the round trip had been arranged for.

Henry Kanaska, who is now employed in a Chicago bicycle house, is going to England and France to race for cash. He has entered the Pitman Grove, N. J., races for Memorial Day and will sail for England some time next month.

JOHNSON STILL AN AMATEUR.

Gideon Says That Johnny Will Not be Professionalized—Philadelphia Will Have a New Track.

PHILADELPHIA, PA., May 12.—That John S. Johnson will be suspended from the League of American Wheelmen and all the races run under its auspices for a certain time seems absolutely certain at the present writing. He will not, however, be declared a professional. This is what Chairman George Gideon, of the Racing Board, told THE BEARINGS' representative yesterday.

Johnson and Tom Eck arrived in this city on Friday, whither they had come from Syracuse to answer the charges that have been made against the former by the Racing Board. Both were in excellent spirits, and notwithstanding the trying ordeals through which Johnson has had the misfortune to pass within the last few months, he bore up remarkably well, and his latest trouble did not seem to bother him in the least. In company with "Gil" Weise, the local manager for E. C. Stearns & Co., they at once proceeded to the office of Mr. Gideon on Seventh Street, and

Got Down to Business.

After the regular preliminaries, etc., verbal evidence in reply to the charges was offered, but this was refused by Mr. Gideon. Then written statements were offered—which, by the way, are absolutely the first that have come into the hands of Mr. Gideon, notwithstanding reports to the contrary in many of the cycling and daily papers—and, after being sworn to before a notary public by Johnson, were accepted.

Newspaper representatives were excluded from the conference, but the most important details eventually leaked out. Johnson denied everything that Mr. Gideon has to say against him, and answered all of the latter's question in a very plausible manner.

When asked if he had ever received or demanded money from race meet promoters he said:

"No, sir, I have not, but

"Mr. Eck has Received Money,

and I think he would be a fool if he did not accept this."

"I agree with you on that point," Mr. Gideon replied.

Johnson then told Mr. Gideon that if he was to be expelled from the L. A. W. he would like to know by the 24th of the present month. He said he did not want to be suspended for thirty days or a like period, but either wanted to be taken back or expelled altogether. If he is found guilty he will most likely become one of the "pros" and make his debut at Toronto in the professional races on the 24th.

The interview lasted about an hour or so, after which Johnson and Eck repaired to the Stearns store on Arch Street and met a party of newspaper men and local wheelmen. Here Tom Eck proved very talkative—as he usually is—and according to his theory

Johnson is More Sinned Against Than Sinning.

"One of the principal charges against him," said Eck, "is his failure to appear at the race meetings at Wilkesbarre and Baltimore last season, and that Johnny had sold some of his prizes. As to the latter, Johnson has accounted for his prizes to Mr. Gideon, and even gave directions where the chairman could find them if he had a mind to. Johnson is in no way to blame for his having failed to appear at the meetings specified. Mr. Stearns entered him in both these events.

"Neither of us knew that we were to be at Baltimore until the day previous. As soon as we learned of it we at once jumped on board a train at Syracuse, and after traveling all night arrived in Baltimore at 8 o'clock on the following morning. There was no one at the station to meet us, so we had breakfast at the station. We did not even know where the track was located or the condition of the races. When we did find this out and secured our wheels it was nearly noon. We drove out to the track in a carriage in the afternoon, taking the wheels with us, and upon arrival there were met at the gate by a member of the committee. A crowd of people gathered around our carriage, and the gentleman told us that the other riders

Objected to Johnson's Taking Part in the Races,

as he had not appeared in the trial heats which had been run off in the morning. He, however, suggested that Johnson give an exhibition mile, but I suggested that a half mile would be better, and he then offered a $50 prize to him to make the attempt. No mention was made regarding any money, and I certainly would not have been foolish enough to broach the subject with a crowd standing around. Johnson went the half mile over a quarter-mile track in 1 minute, and that evening the same member of the committee told me the prize could not be given, as the gate receipts would not warrant it.

"Regarding the Wilkesbarre affair," he continued, "Mr. Stearns again entered Johnson in this meet. At the time we were in Canada. The day previous, or, to be more precise, July 2, we were at the meet at Montreal and intended taking a train from that city which would have landed us in New York the following morning. We were not destined to be as fortunate as we had expected, however, for by some freak or other that very train was taken off the schedule that evening, and we could not leave until 10 o'clock, and then only by way of Springfield.

"Here We Found We Could Not Make Connections

to get to Wilkesbarre in time and I telegraphed the Wilkesbarre people to that effect."

"How about the report that you have taken money from race meet promoters?" was asked by THE BEARINGS' representative.

"Well," Eck replied, "the report is true enough, and I do not think there is any harm in my accepting $50 or $100 from the promoters of meets. When Mr. Raymond was chairman of the Racing Board he told me there was no rule against my accepting money, provided I didn't ask for it. Besides all the money I have ever received was in payment for services rendered, for in almost every instance I do something to help the particular meet along.

"I have never demanded money," he continued, "and I defy any one to produce any letter ever written by me in which I demanded cash or even asked for any money for Johnson's appearance at a meet. If a man came to me and offered me money for Johnny's appearance it was his business and mine, and I earned it in every way."



THE HARRY C. TYLER OF '92.

Eck Also Denied Many Other Stories

which have been published, purporting to have come from him, and said that, although he appreciated the newspapers, he thought they ought to tell the truth.

Chairman Gideon was seen by THE BEARINGS' representative shortly after his interview with Johnson and Eck but as usual was very uncommunicative. "I have nothing to say for publication until I hear from the members of the board," he said. "I have mailed them a copy of the charges against and testimony of John S. Johnson, and will not announce anything until I hear from them."

"Do you think Johnson will be declared a professional?"

"He will not. He will probably be suspended for a certain period, but we can not expel him, as our evidence does not warrant it. We know of the facts and charges against Johnson, but when we would come to prove some of them we might find it a hard matter. No, I do not think Johnson will be bounced altogether until we have something of a more reliable nature against his amateur status."

About the National Championships.

The rumors current during the past few days that the national championships were to be awarded to Louisville, Waltham, and Springfield are without foundation. Chairman Gideon was absent in New York on Wednesday attending the meeting of the executive committee of the League, but returned on Thursday. When shown a dispatch from Louisville by THE BEARINGS' representative to the effect that the above-named places would probably get the races, he said:

"Such reports are entirely erroneous. The Racing Board never had any serious intention of awarding the championships, or even one championship, to either Springfield, Waltham, or Louisville. In fact, the board has reached a decision on the matter. Three of the championships will be run off at the national meet at Asbury Park, one at Denver, and the other will very likely be awarded to San Francisco."

Bunnell's Professional and Amateur Race Meet

at Pitman Grove, N. J., on Decoration Day gives every evidence of being successful. Much interest is being manifested in the affair, especially as it will be the first meet where professional races will be run under the sanction of the League of American Wheelmen. Mr. Bunnell is paying particular attention to the class of riders who are entering in the "cash prize" events, and it is his intention to keep out all crooked riders, particularly those who have been suspended from the League for violation of its racing rules.

Mr. Bunnell made a prediction to THE BEARINGS' representative in 1893 that the League would control professional racing some day, and his prediction gives promise of coming true. The sanctioning of professional events by Chairman Gideon is a clear indication that the League is not against it, and—well, we all know the rest.

The proposed interstate relay race from New York City to Philadelphia has received a set-back at the hands of the local authorities, so much so that the promoters of this event will have to change their plans very materially. On Friday Director of Public Safety Beitler issued orders to Superintendent of Police Linden not to allow the race to be finished inside of the city limits unless the men choose to ride at the prescribed rate of speed, which is seven miles an hour, after they enter the city limits. He also gave orders that the riders must have bells on their machines and carry lighted lamps if it is dark enough to use them.

Within a month or so this city will be possessed of one of the fastest, if not the fastest, tracks for bicycle racing in this city.

The New Course is Being Planned by Charley Ashinger,

who is considered one of the best track builders in the country, and will be built at the expense of the Philadelphia Driving Park Association on the grounds within their mile track at Point Breeze, in the southern section of the city. Mr. Ashinger arrived in this city on last Tuesday, having just returned from Toronto, where he finished a third-mile track there which cost $2,000.

During the week he formulated plans for the local course, and on being submitted to the trotting officials they were accepted. They call for a third-mile track to be constructed entirely of wood, no expense to be spared to make it one of the safest as well as one of the fastest in the country. Work will be started immediately, and it is expected that it will be ready within a few weeks. When told about the new track Tom Eck said that if it was built in time he would bring Johnson and the entire Stearns team on to Philadelphia, and guarantee that

Johnny Would Go a Mile Under Two Minutes.

He also declared that a new track was needed here, and if it proves as fast a course as Charley Ashinger is capable of making, every rider in the country will be anxious to come to Philadelphia, the want of better racing facilities having kept most of them from riding in this city heretofore.

The track at Point Breeze will be very wide and well banked. It will be built of yellow pine planking twenty-five feet wide on the backstretch, gradually widening at the turns to thirty-five feet on the home-stretch. There is enough ground to permit of the building of a track three-quarters of a mile in circumference or very nearly a mile if necessary, but with the distance a third of a mile there will be ample space to give a good-sized third-mile course. The present grand stand will probably be supplanted by a new one, a training house erected, and other great improvements made, which will make Point Breeze Park an ideal place for wheelmen, not only for racing purposes, but for training as well. The opening meet will take place July 4, and it is not at all unlikely that the Associated Cycling Clubs' meet and other local tournaments will also be held there during the coming season.



THE HARRY C. TYLER OF '95

The first annual century run of the Quaker City Wheelmen will be held on Decoration Day, and will be to Coatesville, Pa., and return. Over 600 wheelmen are expected to be in attendance, and the clubs are

Expected to Have a Close Contest

as to which will have the largest representation. Prizes to the amount of $175, besides a medal to every survivor are to be awarded.

The Century Wheelmen celebrated their ninth anniversary last Tuesday night with a banquet in the large banquet hall of the Hotel Lorraine. Many members of the club were present and a goodly number of invited guests also partook of the club's hospitality. It was indeed a genial set of wheelmen that were gathered around the festive board, and included many men whose services greatly aided in bringing cycling to its present high standard. President Willlison, of the League of American Wheelmen, was there, as well as George Gideon, chairman of the Racing Board, and "Pop" Brewster, who held the office of treasurer of the League for so many years.

The Century Wheelmen was organized in 1886 and incorporated in 1889. From small numbers it has attained a membership numbering nearly 600 names, and is undoubtedly the richest bicycle club in the United States, its possessions in real estate alone representing a very large sum of money. The club has always been noted for its originality both in the clubhouse and on the road.

Corre, the French Tom Winder, will leave Paris on May 16 for a novel road record. He is to ride around France, about 4,800 kilometers (2,982 miles), in eighteen days.

ALL FAVOR PROFESSIONALISM.

Rumors of Johnson's Expulsion From the League Make the Racing Men Talk—All Want to Ride for Money.

LOUISVILLE, KY., May 13.—Rumors are rife here regarding the expelling of Johnson from the amateur ranks. Previous information of this character had been found unreliable, and while the Class B men did not believe the news in this instance, their expressions of disapproval were very pronounced, and all sorts of fairy schemes were talked of. It was generally agreed that Johnny had considerable influence in American racing affairs, and should the report be true it might mean a professional class in this country. All the men said a professional class would undoubtedly mean more successful racing than at the present time, and that the more prominent Class B men should jump into the professional ranks, and thus create that class of racing. The racing team managers are one and all of the opinion that the League can support professional racing and draw larger crowds to good honest sport than are drawn at present. Should a professional class be formed in this country it is claimed that Zimmerman, Banker, and Wheeler would race here during the year, as the prizes would undoubtedly be of greater value than in France. The presence of this famous trio among the present Class B men would mean

Immensely Larger Gates

and greatly added enthusiasm. The great drawing power of Zimmerman in '93 is not forgotten, and the fact that the present cracks of Class B are a great deal faster than during that time, and the fact that new stars have arisen in the cycling firmament, would tend to add interest. The race meet promoters would as readily give races for professionals as for Class B, knowing that the former class, should it contain, say, twenty of the stars of the present day, would far outdraw any Class B races that could be given with the remaining men in that class. The torch is ready, and it needs but the match to light it.

Said one of the men at the track, who did not care to be quoted: "There is a mint of money in this for racing men, trainers, and for the manufacturers, for the latter especially, as the men would ride for much smaller salaries, as the prizes they took down, if represented in actual money, would mean

"Much Larger Incomes

than they receive today. For the firs four or five of the crackajacks who wil jnmp into the new class there is a large amount of money in view, as the fifty race meets of this country would certainly put on professional races with from $400 to $500 represented in actual money, and a division of the spoils will easily figure up to an amount much larger in reality than the advertised value of the present much inflated prizes."

Said another: "The racing team managers should get together at once with the members of the Cycle Board of Trade and arrange some concerted action. If twelve or more of the prominent racing men would get together and sign a paper admitting that they had sold prizes and were professionals, and send this in to Gideon, he would be forced to 'fire' them all on the same grounds as Johnson was fired, and the onus would lie entirely with Gideon."

Sanger Favors Professionalism.

Sanger said: "Tell Johnny my sympathies are with him, and when the good time comes I will join him, and give him a chance for a race. Johnson is a good fellow, and of all men in the country I hate to see him made the 'awful example.' To my idea professional racing is coming, and if a number of us could secure permission from our employers to jump into the new class, the race meet promoters would quickly see that races were arranged, and I think Zimmerman would be willing to stay in this country and help along the sport in lieu of going to Australia. Wheeler and Banker could no doubt be induced to return, and although there would be but few of us at first, the middle of the season would see as large an entry in the special class as was seen in Class B last year. The taking down of a substantial money purse must be far more agreeable than the acceptance of a prize worth but one-half its advertised value, and which can not be sold at any price, and which, when we do finish racing, is still more greatly depreciated in value. Uncle Sam's coin does not depreciate." Dirnberger took a rather conservative view of the case. Titus and Cabanne favored professsionalism and would turn "pros" with permission from their employer. Tyler was also favorable to professionalism.

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GEO. K. BARRETT, EDITOR.

ROAD RACING NOT DEAD.

Road racing in Chicago is not dead. Every year it grows, and the interest taken in it, not only by the racing men and cyclists in general, but by the great public, is constantly increasing. In 1887 the Pullman road race was inaugurated with an entry list of forty-one. The success of the event awoke the determination of its promoter, R. D. Garden, to make it an annual affair. The next year the number of entries was more than doubled, and each succeeding year, with one exception, when there was a change in management, has seen a marked increase. A table showing this increase is interesting and instructive. It reads as follows:

YEAR.	ENTRIES.	STARTERS.	YEAR.	ENTRIES.	STARTERS.
1887	41	34	1892	389	248
1888	86	71	1893	348	278
1889	123	71	1894	419	329
1890	186	129	1895	505	375*
1891	226	181			*estimated.

The increase in the number of entries this year is particularly noteworthy considering the fact that no entry was accepted save from members of clubs belonging to the Associated Cycling Clubs and from riders living outside of Chicago. That such a rule could be enforced and still have the entry list show an increase of nearly 25 per cent is nothing short of remarkable. No road race in the world has ever shown anything like such a list of entrants. The interest shown by the public last year was evinced by the dense crowd that packed Lincoln Park despite threatening weather, a crowd estimated at from 75,000 to 100,000. This year the city authorities have detailed 100 city police to assist the park force in handling the crowd, a fact that shows that the sport has the sympathy of the powers that be.

Great is Cycling.

THE RIGHT SIZE FOR TIRES.

We note with regret a growing tendency on the part of riders to demand mounts with small tires. Pneumatics less than an inch and a half in diameter are all right for track use but not for use on the road. On the other hand the average rider will find two-inch tires come nearer filling the bill than any other size. We understand perfectly that two-inch tires weigh more than those of smaller diameter and we also understand that the difference in weight is not very great and that the difference is more than made up by the ease of running of the larger tires. There is less rubber in small tires and they are consequently cheaper than large ones and this fact accounts for tire manufacturers, who are thoroughly acquainted with the various properties possessed by their tires, not advocating the use of the larger sizes, inasmuch as they get the same prices for all in most cases.

Small tires must necessarily be pumped very hard. On a good race track, where there are no inequalities worth mentioning in the surface to be overcome, this is all right. In addition to the saving of weight there is a slight reduction in air resistance with small tires. On even the smoothest of roads, however, a tire that is pumped hard produces proportionate vibration, which is fatiguing to the rider, not to mention the additional muscular exertion required to propel the machine. The tire should not be pumped above the point where it will fail to receive into its surface the minor inequalities of the road without causing either appreciable vibration or unnecessary expenditure of muscular force. A small stone that imbeds itself in the tire as the latter begins to roll over it, absorbs a certain amount of power, but it gives back almost the same amount of power when the tire has passed halfway over, so that the loss is not noticeable. A large tire of course presents a larger surface subject to punctures than a small tire but not being pumped so hard its liability to be injured is no greater, if as great.

As the rear tire carries more of the rider's weight than the front one, it is well to have it a size larger. Two-inch tires on the rear wheel and 1¾-inch on the front will be found the best combination for the average rider.

The reports which were published in two of last week's cycling papers, and in a number of daily papers throughout the country, to the effect that Johnson had been declared a professional, indicate plainly the careless methods pursued by those publications. The rumor that Johnson had been declared a pro. was industriously circulated, and came to THE BEARINGS as a matter of course. It is not our custom, however, to print as news unverified rumors, and investigation brought the report from three different and reliable sources that there was no truth in the rumor. At the time the other papers printed the rumor a mail vote had not even been sent out to the various members of the Racing Board.

The editorial on professionalism in last week's BEARINGS was the subject of no end of discussion among the racing men at Louisville. The opinion was generally expressed that the arguments it contained were sound and to the point, and, if there had been a sufficient number present, it is quite probable that they might have decided then and there to make the jump into the professional ranks. The rumors that were flying about re the expulsion of Johnson, while not received with credence, added to the matter for discussion. In another column will be found the expressions of some of the racing men.

So Houben, the invincible, has been defeated—Houben, who thought that he could run away from Zimmerman. We have seen Houbens before, and we expect to see them again. Periodically some phenomenon, so called, springs into prominence only to drop back into obscurity in a little while. True success is not attained in a day. The rider who would make a lasting reputation for himself must not think that he can found such a reputation on a few victories. One long and successful season will give him a good foundation, nothing more.

The Chicago *Tribune* has offered prizes of $100, $50, and $25 for the best design for a ladies' riding costume. A noticeable feature of the published designs is the prevalence of big sleeves. Nothing more out of place on a wheel can be well imagined. We opine that the prize winner will not include the ballooned adjunct in her design.

A new style of race has been invented by the manager of a Paris track. The race is run in two or three heats, each heat being run a year later than the previous one. To the winners of each heat will be given prizes, the prizes for each succeeding year being larger than those of the one before.

The recently published French racing rules were found to need revision so badly that steps have been taken to change them even after the season has opened. The blame is laid at the door of the committee in charge of racing, corresponding to our Racing Board.

ECK'S NECK IN DANGER.

PHILADELPHIA, PA., May 15.—Thomas Eck is implicated in the Johnson matter to such an extent that it is not at all unlikely that he will be ruled off the tracks for some time to come, if, indeed, he is not barred altogether. Chairman Gideon was very reticent when seen by THE BEARINGS' representative this morning, but after a little persuasion admitted that there was some strong evidence against the famous trainer-manager. Although he was not suspended along with Johnson, Eck has been under as much suspicion as Johnson, if not more.

The facts relating to the latter's case have been kept very quiet, but THE BEARINGS' man knew of them a week ago. Strong evidence against Eck was found two or three weeks ago and on Monday, May 6, Mr. Gideon sent letters to the other members of the Racing Board, inclosing the charges against Eck and asking for their vote on the matter. Up to today no reply has been received from the members of the board. A dispatch purporting to come from St. Louis, however, said that one of the members of the board had voted to exonerate Johnson and implicate Eck. When asked about this report Mr. Gideon said he didn't think it was official and would have nothing to say regarding the matter. In cycling circles here it is the general opinion that Johnson will get a slight suspension, if he does not go scott free, and that Tom Eck will be ruled off.

L. C. Wahl, of Colorado Springs, Colo., claims to have ridden fifty miles on the road in 2 hours flat. What makes the story sound "fishy" is that he claims to have ridden the first four miles in 8 minutes, that he had no pacemakers, and that he had to ford a river 100 yards wide.

WHO WILL WIN TIME?

A glance over the entry list for the Chicago road race discloses many familiar names. Chicago has more good men than any other city in the country, and if this choice aggregation doesn't do something startling on Decoration Day it will be because the race is not run. Among those entered are men who have figured prominently in the old Pullman races. "It is hard for the old timers to keep out," as Lumsden said when he sent in his entry. Among the crackajacks entered this year are J. P. Bliss, Arthur Gardiner, C. H. Peck, William Bainbridge, A. E. Lumsden, H. R. Winship, F. W. Osmun, Tracy Holmes, C. V. Dasey, James Levy, P. B. Wilson, Forest Wilson, W. A. Thompson, George L. Emerson, C. T. Knisely, J. B. Lund, W. De Cardy, P. Skelton, H. Van Herik, Fred Rau, J. F. Gunther, and J. B. Woolas, who have all been prominent figures in road events in Chicago. The only out-of-town entry of any importance is T. L. Bird, of St. Paul.

The time-prize winner is among these men, but who the lucky man will be it is impossible to say, for it is not like it was in the old days when it was an assured fact that either Winship or Lumsden would capture the prize. The chances of an accident are so many that it would not be safe to bet on any man.

If the Scratch Men Win

they will have to ride, for there will be men in front of them who will have to be watched closely. The scratch men can not loaf. If they do not work together and change pace none of them will run one, two, three.

It now looks as if Bliss, Gardiner, Peck, and Bainbridge will be on scratch. Handicapper Miles says that sentiment will not influence the handicapping, so Winship, Lumsden, and the other old timers will in all probability be given a handicap.

De Cardy May be on Scratch,

but it is doubtful, for beyond breaking road records against the watch he has never done anything in road competition to warrant Mr. Miles putting him on scratch.

Levy will be very close to scratch. He defeated Gardiner last year in the Prince Wells road race and won second time in the Forest Park road race. He will be a strong factor in the fight. Osmun, Holmes, Dasey, and Lund will also be among the back markers who are not to be overlooked.

Given a good day and a fair road the contest for time will be something worth going miles to see.

Walter F. Foster rode a mile at Santa Rosa, Cal., May 10, in 1:56.

ANOTHER CHANCE FOR SUCKERS.

It has been brought to our notice that H. J. Winn has organized a cycle company for the alleged purpose of manufacturing and selling bicycles. In the interest of the trade we wish to give timely warning that nearly every concern with which this man has been connected has defrauded every one with whom it has done business. Winn is an unqualified dead beat and the man who knows him and will do business with him is a fit subject for an insane asylum. He was crooked enough to defraud even the lawyer who saved him from his creditors in his last venture. We trust that what we have said will be sufficient warning to the trade, so that he will in the future be obliged to confine his operations to other lines than the cycle business.

WILL BE A SENSATIONAL RACE.

A most sensational tandem race has been arranged for the Press Cycling Club meet, June 17, on the Waltham track. Titus and Cabanne, the Spalding pair, will meet Heggerty and Williams, the Orient tandem team. The former team made the world's record of 1:52⅘ at Minneapolis, last season, and the latter lowered this record 1-5 of a second at Waltham in the fall. The conditions of the two rides were entirely dissimilar, the ride of Titus and Cabanne being made on a mile horse track, and on a tandem that did not fit either of the men. This tandem weighed 48 pounds, several pounds more than the racing tandems of today; the handle-bars were far too wide, Titus' seat was too low and Cabanne's too high, and the pacing not what it should have been.

Heggerty and Williams made their record on the Waltham track under very favorable conditions, but as they could have done better had they been required to go again, the two teams are so evenly matched that a most exciting contest may be expected. Especially is this the case, as Mayo and Saunders, another crack tandem team, will be used as pace-makers, and a world's record should go.



Juvenile Road Race.

A juvenile road race was run at North Edgewater, Chicago, last Saturday afternoon. There were twenty-five starters, all under sixteen years of age. The course was 2½ miles in length. The time prize—a Thorsen silver medal donated by Thorsen & Cassady Co.—was won by D. Cusack Time, 7:15. He also took third place. Mitchell Thorsen, with a handicap of :50, won the race and received a gold medal. Willie Vawter, 1:30 handicap, was second.

HOUBEN CONQUERED AT LAST.

Barden, the Englishman, Rides the Belgian to a Standstill—Medinger's Funeral.

PARIS, May 2.—The Belgian champion's colors have at last been lowered. Last Sunday, at the Velodrome de la Seine, Houben, the invincible, sustained his first defeat in France, and by a curious coincidence gave proof at the same time of his ability as a sprinter. In his match with Barden, the English crack, Houben literally left his opponent standing in the heat without pacemakers, but in the other two events the pace was so severe that he gave up before half the distance was covered, completely pumped out.



HOUBEN.

Without entering upon a discussion as to which—quality, speed, or endurance—is the most worthy of merit in a cyclist, it may be said that neither Houben nor Barden proved themselves to be "cracks" in the full sense of the word. Zimmerman last year, in his match with Barden, beat the latter easily in the trial with pacemakers, and defeated him still more easily in the other events, on that and several other occasions. To the Frenchman he was a "coureur complet." A sprinter such as Houben can nearly always obtain, when properly trained, sufficient endurance to give him the advantage on distances varying between one and ten kilometers, and perhaps more. The contrary is very rarely seen. A rider whose principal quality is endurance stands very little chance of becoming a sprinter, even after several months of hard training.

It is rumored that the firm whose machines Houben rides is sending a picked triplet team to Brussels for the sole purpose of pacing the Belgian champion.

Barden Never Was in Better Condition.

In the 5,000-meter heat he covered, paced by the Miscopain-Goupil-Maillard triplet, a lap in :34⅘, which beats the world's record for 5,000 meters for that distance, flying start. The programme included several other events which proved very exciting.

The reappearance in public of three of last year's best sprinters, Banker, Mercier, and Louvet, was looked for with a great deal of interest. The two former tried their luck against the handicapper in the 500-meter handicap, Banker as scratch and Mercier with thirty meters. Both rode well, but the track was too hard for them. In this race Martin, the American, came out dressed in a costume representing the French national colors, red, white, and blue, but the "commissaires" made him change before they would allow him to race. The late Cassignard, the French Zimmerman, used to ride in these colors, and until some new rider springs up whose speed and popularity equal those of the lamented "Flying Frenchman," no track manager will allow the red, white, and blue colors to be sported on his track. Descaves won the handicap from seventy-five meters, a few inches only ahead of Rollin, who was given fifty meters.

Lumsden Wins in a Walk.

The scratch race of the day, at 5,000 meters with pacemakers, was won by Lumsden, the Scotchman, who rode a magnificent race. From the start the pace was terrific, and at the fourth lap the Scotchman got away from his opponents. The fifth lap was covered in :34⅘, beating the 500-meter record held by Geo. Banker in :35⅖ (Barden again lowered this record later on in the day). Lumsden slackened up toward the finish and passed the post with a lead of 150 meters. It is not often "Lummy" wins a race and the grand ovation he came in for was as well deserved as it was heartily given.



PAUL MEDINGER.

The Louvet-Farman team secured the tandem race of 5,000 meters, but the time limit of 7:50 having been exceeded the prizes were reduced one-half.

The quarter-mile trials for triplets had scarcely commenced when rain began to fall in torrents. In a few minutes the track was a vast pool of water and racing for that day had to be stopped.

Robertson is having a good time in Italy, winning nearly all the races in which he takes part. His latest success dates from Rome, where at the inauguration of the "Velodrome de Rome" he won the grand international.

Death of Medinger.

The old champion, Paul Medinger, met with a tragic death last Saturday. His wife blew his brains out and then committed suicide. This dismal event caused a tremendous sensation in cycling circles and even his worst enemies—and among the riders he had many—were disconsolate.

It was generally known that husband and wife had not lately led the happiest of lives, but nobody could foresee such a sad and tragic ending. Medinger's intimacy with a certain Countess de B—— was the cause of all the troubles. His wife attempted several times to make him renounce the woman, but without success, and on Saturday, after a heated discussion, she shot him in the head, and, turning the weapon against herself, fell dead by his side.

Medinger made his debut as far back as 1880, his principal opponents then on the high wheel being F. de Civey and Ch. Terront. In 1887, with Dubois and Duncan, he took part in several important races in Germany and England, winning numerous prizes in both these countries. During the last five years, the "old 'un," as he was commonly called, turned out to be, notwithstanding his age, one of the best sprinters in France. His last appearance in public was at the winter track, where he was defeated in a match with Houben.

The funeral of Medinger and his wife took place on Wednesday from their house in the Ternes district. The coffins, which were placed in separate hearses, were buried beneath the mass of wreaths and flowers sent by the friends of the deceased.

PIKE COUNTY TOUR A SUCCESS.

ST. LOUIS, May 13.—The Pike County tour is now a matter of history, but those who attended it will long remember the enjoyable time they had. The St. Louis delegation numbered nearly 100 and from other points in Missouri and Illinois came fully as many more. The fun on the boat started immediately after supper and it was getting well toward morning before the majority were in their berths. On reaching Louisiana the party rode out to Dug Hill for the usual photograph, after which the road to Clarkesville was taken by the majority, but small parties toured over the county in every direction. The day was bright, sunshiny, and cool, the roads were in fine shape, and to top all, the dinner served at Clarkesville was excellent. Everything was favorable for an enjoyable time and all had it, with the exception of the usual quota of unfortunates who are victims of punctures.

Accidents to Riders.

The past week has seen two accidents to cyclists here, due to carelessness of both the teamsters and cyclists. The first accident happened to Fred Scullin, who was riding alone on a tandem late at night and was run down by a vehicle coming from a cross street. The shaft struck him in the side. While his injuries were very painfnl, in a week or so he will be all right again. The parties running over him escaped in the darkness. The other accident resulted in the death of a ten-year-old boy, Justin Brown, who, while coming down a grade on Delmar Avenue, ran into a wagon that turned onto the boulevard from a cross street. He fell under the horses' feet and the little fellow was trampled to death before he could be rescued. The driver of the team was arrested, but the coroner's jury acquitted him of blame after hearing the evidence and he was released. With the increasing number of riders, accidents are bound to happen unless due precaution is taken, for it is surprising that accidents are not more frequent, considering the amount of scorching done on the streets and boulevards by inexperienced riders. A serious accident or two from such cause is sure to result in agitation that will bring about restrictive legislation.

Coburns Put in Class B.

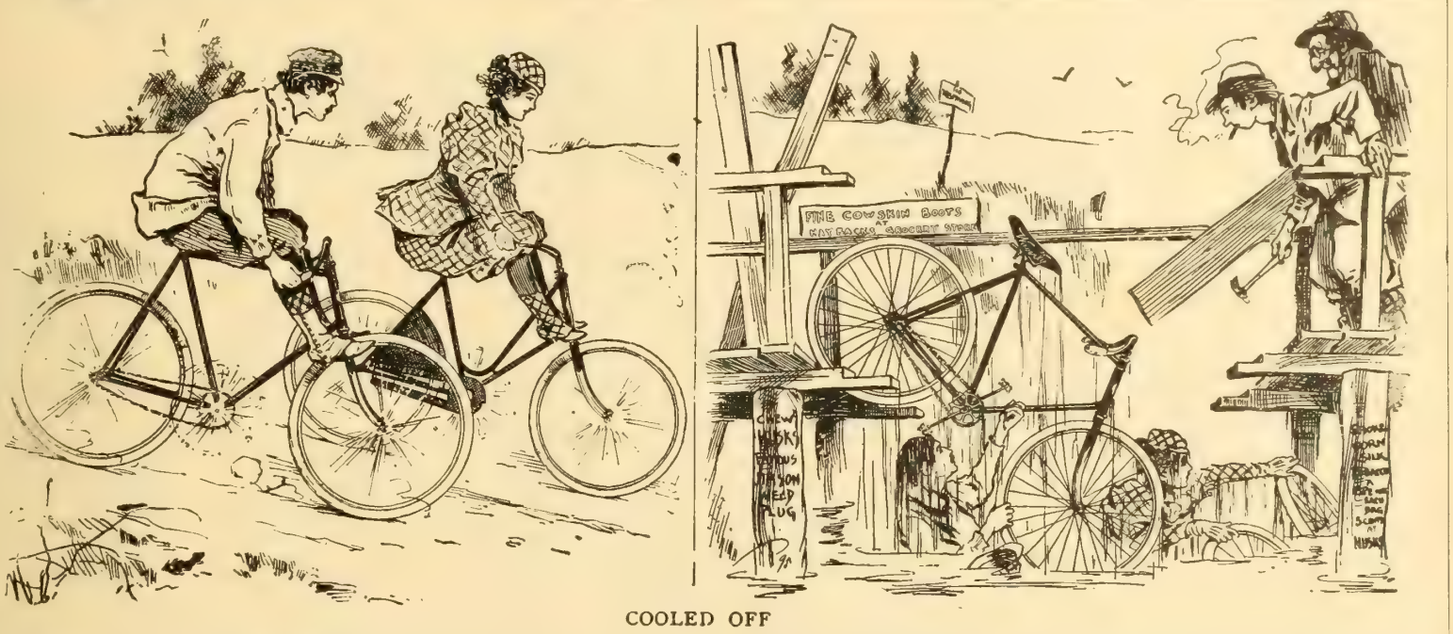
Chairman Gideon gave his attention to this place last week with the result that the riders who competed in the unsanctioned meet of the Smith Academy were suspended for thirty days. This is merely a salutary lesson and will not work any hardship as there are no meets of any importance in the next month and their suspension does not bar them from the road race. The Coburn family also came under his surveillance and as a consequence Louis, Dave, and Will Coburn will say their lessons in Class B hereafter. Tom is the only one of the brothers who remains in the "infant class."

The Shelbina Wheelmen are going to "do themselves proud" in giving the annual state meet which they are to manage this year. The programme of entertainment they have arranged includes runs to Paris, Macon, and Moberly, a big smoker at the Shelbina Opera House, the races on July 4—the prize list aggregating nearly $1,000 for the one day's racing—and a fireworks display on the evening of the 4th. Both St. Louis and Kansas City will have large delegations in attendance.

Among the prizes already offered for the Forest Park road race are a Syracuse safety, a gold stop-watch, one of Morgan & Wright's gold bricks, and a gold medal by the *Star Sayings*. Other valuable prizes are practically secured and the list will greatly exceed that of previous years. Entries are coming in in a way that is surprising, though the date is nearly a month off.

Fossier, or the "high gear" racer, is now performing his military service in the 37th of the line, called the "iron regiment," the discipline is so hard. He used a 60 gear recently in a 100-mile race. Some difference between that and 112.

From "Judge."



COOLED OFF

AUGUSTUS—"Now, Miss Spinner, we'll take it easy down this long hill and stop at that little bridge below to cool off and get rested."

FARMER GREENE—"Sho', now! I told Rube that jes' as sure as we went ter fix up this bridge some pesky critters would come 'long an' fall through."



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TRAINING AT SYRACUSE.

Johnny Johnson Shows a Remarkable Burst of Speed for this Time of the Year.

SYRACUSE, N. Y., May 12.—They're here, hurrying and scurrying around the circuit at Kirk Park, a company of good fellows and all hearty and well met. Last week the various local manufacturers were informed that T. W. Eck had gotten the track in shape, and also the long shed which is to shelter the boys from the cold and rain during the balance of the month was in readiness to receive its occupants. Then the telegrams were sent flashing over the wires to different parts of the country, advising the riders to pack bag and baggage and hie at once to Syracuse that they might get the benefits of Eck's training, and as good an oval as there is to be found in America. By couples and threes they came, and now Kirk Park is transformed into a veritable kindergarten. Fun and frolic is the order of the day when the riders are not busy at their preliminary work. It is a "gallus" crowd, and if they don't rip things up here in great style a guess will be missed somewhere. Of course

Johnson is Head and Heals Over Them All,

for Johnny is entitled to the distinction, if for no other reason than that he beat his fast competitors out last week when he had only been on his wheel five times in six months. Eck stood aghast when the Swede made a half on Friday in 1:01, the fastest half-mile Johnson ever turned at this season of the year. Five times, remember, he had ridden in over a half a year. He is much stronger, too, in his riding and does not wobble, when sprinting, with the freedom that usually characterizes his spring work. It is phenomenal, and means no more or no less that if he is vindicated by Chairman Gideon, of the National Racing Board, he will wear the championship crown of '95, considering, of course, that Yonny's present speed is an indication. With Eck he left for Philadelphia yesterday to confer with Gideon relative to the charges made against his amateur standing.

Johnson's namesakes, E. C. and L. C. Johnson, of Cleveland, are a pair that need watching this season. They have been doing splendid work here, but not up to the efforts of H. R. Steenson, who is considered next to John S.

Steenson has Shown a Remarkable Burst of Speed,

and in a quarter-mile event with the Johnson brothers and M. F. Carter beat them both out with ease. Carter is still undeveloped. Louis A. Callahan, although he is known as "Joko" down here, the name having originated for the Bison at Louisville, is the same "Joko" as ever. He is a sight on the track. The South American Zalamea who trained at the state fair track a year ago is not in it for gorgeous dress. In the first place Cally has got a yellow suit trimmed with every conceivable color. He rides a yellow wheel, which is fitted with green tires. Certainly the effect is startling, and one poor motal who beheld the sight last week was carried away to the hospital with another attack of "D. T.'s."

Earl H. Kiser is another Cleveland rider. He is a Class A man and worthy of some attention. It is a notable fact that he outdistanced some of the Class B cracks at Kirk Park last week with apparent ease, and it has been predicted for him that he

Will Be the Fastest Class A Rider

in the country before the season is over. Poor Earl is in bed now suffering from a severe attack of tonsilitus, and there is no telling when he will be able to renew his training. A. W. Porter, of Waltham, and F. H. Allen, of Springfield, who recently deserted Class A for the more uncertain fruits of Class B, have not been riding with their usual brilliancy. It may be they feel awkward in their new sphere, but they will have to move just a trifle faster to keep up with the procession. These riders who have been mentioned are members of Stearns' team, and it is quite an aggregation to get them all together.

E. F. Leonert, of straightaway mile-record fame, and A. E. Weinig, his Class A friend and club mate of Buffalo, are taking their constitutionals at Kirk Park. Leonert is after Class B laurels, but whether he will get them remains to be seen. Leonert may be the fastest rider on a straightaway course, but when he comes to do his miles in competition

The Result May be Slightly Different.

Weinig is a comer. He wants it known, too, that he is paying all his expenses here and is going to remain in Class A. His riding has been most meritorious and if he keeps improving he will be a most formidable competitor to Kiser. W. Hammer and W. Wenzel are Class A men from Philadelphia who are working out in Syracuse and L. H. Tucker comes from Cortland, N. Y.

The local contingent is an unusually large one. The Barnes Cycle Co. has got the fastest lot, which includes Fred W. Fisher, Fred J. Barry, Fred H. Fellows, and Fred C. List. They are known as the "Four White Rimmed Freds." Arthur R. Peck has James Dickinson and a few others of less notoriety under his wing. Fisher is credited with the fastest quarter-mile yet made on the track. In fact it is the fastest quarter-mile ever made on this circuit, doing it in :29. Dickinson went a half in 1:04. Arthur J. Pendergast, who will put in a stout bid for central New York championship honors, is a Stearns rider. He has shown a marked improvement in his riding over last year and will be

A Formidable Competitor to the Barnes Squad

when the riding season opens. There is talk of a match race between T. W. Eck and H. B. Gleezen, the trainers. Tom says he is willing to accept Gleezen's challenge provided he is allowed to have a small handicap and ride an ordinary.

The announcement made in the *American Cyclist* last week that John S. Johnson had been expelled created no end of terror in this vicinity. E. C. Stearns & Co. said but little on the subject, but it could be seen that they were very much disturbed. In conversation with THE BEARINGS' correspondent H. E. Maslin, of the company, said: "The rumor was said to be authentic, but we could not believe it. The time given Johnson in which to answer the charges has not yet expired and under these circumstances I could not see how Chairman Gideon could expel our man. I believe that the chairman will not be prejudiced by the sensational utterances of the press, but will decide the case on its merits; if he does so, Johnson will be exonerated."

CUT DOWN THE LIMIT.

CLEVELAND, OHIO, May 13.—The limit for the annual twenty-five-mile road race of the C. W. C., May 30, has been placed at 8 minutes. This is 4 minutes less than last year and 10 minutes less than in '93. Another important decision that has been reached is to adopt the same plan of handicapping as was so successfully used in the veterans' road race last year. Each contestant will be furnished with a list of entries and asked to handicap each one as he thinks right. An averaging up will follow and each man's mark set as nearly as possible to where his fellow riders think is right. The Glenville track has been settled upon as the place to hold the afternoon track races and, as a special inducement for horsemen to attend, an attempt to lower the mile record of the track (2:06¼), held by the pacer Johnston, will be made. Horsemen say that there are no wheelmen in Cleveland fast enough to accomplish this feat, but the C. W. C. men claim that they have at least half-a-dozen riders in their own ranks who can do it.

A Trial for the One-Hour Track Record

will also be a feature of the afternoon's sport. W. S. Furman, the winner of last year's Poorman road race, is entered for the Decoration Day event. Louis Callahan, of Buffalo; the Grant brothers, of Detroit; Archie Lejeal, a Pennsylvania road rider of note; Eddie McDuffie, and Twyman, of Louisville, are expected.

The Denver L. A. W. Meet Club will stop over a day in Cleveland, probably July 5, on their way to Asbury Park. President Hamm, of the C. W. C., was recently in Denver and speaks in glowing terms of their club. He was royally entertained there, and induced the "Meet Club" to check off a day for Cleveland upon their programme.

The Cadillac Cycle Club will entertain its racing team with a banquet after the races May 30, to be followed by a theater party. The first of

A Series of Monthly Club Handicap Races

of this club takes place the present week. The distance is eight miles over fire-brick pavement. The limit men get 3 minutes.

The first New York-Chicago record breaker of the season, in the person of A. E. Smith, the Chicago letter-carrier, has gone through, and the kicks and growls of pacemakers are already heard. Several of the fast ones, those who are generally called upon to do the pacing, have made up their minds that this thing of spending their time in pacing and providing for ambitious record riders is without profit, and they have decided to abandon it. Last summer upward of a dozen of these riders passed through Cleveland and had everything possible done for them by the local men. Some of the boys stayed out of bed all night upon more than one occasion to help the traveler to the glory of knocking off 10 or 15 minutes from the record. Letter-Carrier Smith was

Not Given a Very Demonstrative Reception

Monday and some of those who have been in the front rank of volunteer pacemakers heretofore say they have quit. Wylie had a reputation here for paying his way, in the shape of meals at least, for his pacemakers, but this was after Wolff went through and established a bad precedent by offering to pay for what he got. Wolff even offered to pay for a slight repair upon his wheel and also made overtures to his pacemaker to try and reimburse him for his time and trouble. The surprise was so great that when the rider returned to the city he immediately began to sing Wolff's praises and when his hero was laid out in York state by continued rain and had to give it up, he nearly shed tears. Last year, after Searles' visit, the "howl" began and this spring it is in no way abated, so record breakers had better steer clear of Cleveland. It is not so much upon the financial question, really, that the trouble hinges. The boys don't want money for their services; but, as they say, the lack of appreciation of the average New York-Chicago record breaker, together with the number of favors to which they seem to think they are entitled, is simply appalling.

Miss Minnie B. Snow, of Mansfield, O., is arranging a party of ladies from that city and Cleveland for a bicycle trip through New England. They will go to Boston by train and then wheel to Concord, Salem, Lynn, Charlestown, Nahant, and other places of interest. A week will be consumed in the trip. No horrid men will be allowed to go with the party.

One of the best things recently produced in the form of illustrated verse was the humorous soliloquy of a monkey wrench in Morgan & Wright's *Wheel Talk*. Grace Duffie Roe was the writer and Cox the illustrator. Morgan & Wright wish to emphasize their statement that *Wheel Talk* can be sent regularly to the trade and clubs only, though sample copies will be sent to any one.



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PLACE.

2d	E. P. NEILEY.	6th	F. H. WRIGHT.
4th	ED. NORMAN.	7th	B. D. MASSEY.

GEORGE R. CUTTER,

riding Palmer tires, wins the Linscott 25-mile road race from a field of 218 starters.

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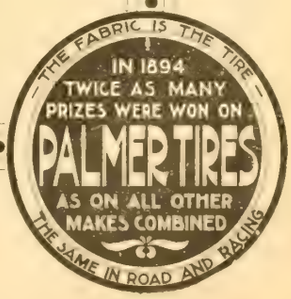
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ENGLISH PATH RACING.

Exciting Sport at the London County Meeting—Large Field of Entries—Foreign News.

LONDON, April 27.—A leaden sky, little or no wind, frequent showers of rain, very occasional glimpses of sunshine—these were the weather conditions which marred the gate and spoiled the comfort of the spectators at the London County open amateur meeting at Herne Hill this afternoon. The entries were excellent, and the four events detailed below, with some running events, formed a splendid programme. As usual at county meetings the events were worked through with efficient rapidity, and the crowd of members and friends on the grand stand enjoyed the music of a good band. E. B. Turner judged, Coleman and Dring timed, and the other officials were numerous.

Summaries:

One-mile scratch, invitation; final heat.—F. May, first; H. W. Payne, second; Arthur Ducros, third. Won by 2 yards; third man inches behind. Time, 2:37⅖.

Half-mile handicap; ten heats; seven-seven entries; second round.—First heat. F. R. Goodwin, 60 yards, first; C. G. Wridgway, Anerley B. C., 20 yards, second. Won by 15 yards. Time, 1:04. Second heat. A. J. Cherry, Catford, 10 yards, first F. May, Brixton, B. C., 10 yards, second. Won by a yard. Time, 1:05⅕. Final. F. R. Goodwin, 60 yards, first; F. May, second; C. G. Wridgway, third. Won by 20 yards, a runaway race. Time, 1:04⅗.

One-mile tandem, handicap; seventeen pairs entered; three heats.—Final heat. A mournful affair. Ducros and Large and Atkinson and Bates fell at the bottom curve in the third lap, the track being wet, leaving Yeoman and Cooke, 130 yards, to easily finish first; Vallance and Gibson, second; Bates and Atkinson remounting and crawling in third with an injured machine. Time, 2:01⅗; handicap record.

Ten-mile scratch race; seventeen starters.—E. L. Winbolt, first; H. E. Hill, second; F. C. Armstrong, third; L. Stroud, fourth. Won by 40 yards. Time, 25:43⅗. There were no pacers, save a solitary tandem, owing to the rain. The track was wet and dangerous at the bottom curve where the tandemites came down, a though sand had been thrown without effect. Parlby and two others fell six laps from the finish through collision, and the expected catastrophe came with the last lap; first a batch of four going down like ninepins from slip, and then half the remaining field rolling over on the banked curve. The track resembled a battlefield, but none sustained serious hurt.

It appears that there were no less than

Four Cycling Fatalities in England

during the Eastertide, chiefly due to riders being run away with on light brakeless machines. Mr. Sturmey, in the *Cyclist*, seizes the occasion for a leader on "The No Brake Craze." As applied to touring in hilly districts unknown by the rider, I agree with Mr. Sturmey's arguments. It is not at all likely, however, that cyclists who live in districts where there are no hills to speak of will keep two machines, or forego the pleasures of a light mount for the sake of possessing a brake when they tour, two or three times in a season.

It was the head tube just above the fork crown which gave way on the tandem of "Bath Road" Smith, causing the serious accident I referred to last week. Smith's injuries are very severe. Fortunately he escaped concussion of the brain, but although he has regained consciousness it will be many weeks before he can safely leave the hotel in Marlborough, where he now lies. Jessop, his companion on the tandem, was very slightly hurt, and was present at the Surrey races last week.

England's Swell Club.

The Trafalgar Club, Catherine Lodge, South Kensington, is now fully organized and will open next Wednesday. The membership will be limited to 500. The managing director is Sir William Call, while the board consists of Hwfa Williams, M. D. Rucker, and J. Fishburn, of Niagara. The small private track is already covered in, and its surface ready for use, while the four-lap speed path is nearly finished. The committee numbers eleven and includes Lord Marcus Beresford, Lord A. Compton, earl of Essex; Lord Hindlip, earl of Minto, and others. There is a long list of lady patronesses. Humber & Co. will monopolize the exhibit and sale of bicycles to members, so that no other firm will have a chance on the club premises. Buyers of Humbers will be taught free of charge. Lastly, Nairn's *News of the Wheel*, with a special column of private notices, will form the weekly gazette of the new club.

The North Road Club has just turned itself into a limited liability company. It has a membership of 200, each of whom are liable to the extent of $10 in the event of the club being wound up.

The New Phenomenon.

This is what is said of E. E. Parlby, the new comet of the path and one of the wonders of the *Sport and Play* and Surrey meetings: "E. E. Parlby must have the thews and sinews of a giant. He rides a machine geared to 76, and has a beam-engine style which enables him to romp through the wind at a prodigious rate." Parlby formerly lived at Newark, was engaged in a brewery and famous as a sprint runner. Great things are expected of him this season on the cycle path.

A good yarn about a club captain comes from Nottingham. A large club had fixed up a ladies' day on a big scale, but the day turned out a regular soaker. Consequently only two courageous souls started and only one, the captain, reached the locale fixed upon for the feast. After having tea he was brought the bill for his own refreshment and for the other sixty-nine ordered for, who had failed to turn up. This was a startler for the captain, but he was equal to the occasion by demanding the production of the provisions, which he declared he would remove in a cart if he had to pay for them. The food, however, was not forthcoming, and as it had rained all day it turned out that no provision for a large number had been made. Needless to say the cute official scored.

Next Saturday unlicensed riders will be catered for by the Brixton B. C. at Herne Hill. The Catford C. C., also on May 18, will have several events for the unlicensed, but they decline to touch professionalism again this season as they did last year. They find it impossible to cater for three classes of riders.

The Society of Cyclists held their spring dinner on Thursday, Col. A. R. Savile presiding in the absence of Sir Benjamin Richardson. About fifty fellows and ladies attended and a very pleasant evening was spent. A nonogenarian, Alderman Hurst, of Bedford, proposed "The Ladies." The society has an attractive summer programme before it.

C. W. HARTUNG.

CASTALIAN SPRINGS' MEET.

CASTALIAN SPRINGS, MISS., May 13.—The three-day meet at the Castalian Springs track May 6, 7, and 8 was a great success. The first two days the grand stand, with a seating capacity of 2,000, was crowded. Continual rain on the morning of the 8th made racing impossible.

The first day opened beautifully, with no wind. W. A. Brown, Jr., of Deasonville, Miss., about whom the Memphis and New Orleans riders had heard so much, failed to show up, much to the disappointment of the grand stand, who wanted him to "lose" Pickens—a former Birmingham boy, who is now at the Springs—in the state championships. The features of the day were the great sprints of Whitehead, of Memphis, in the half-mile open and two-mile handicap, and of Oliver, also of Memphis, who won the mile open from Whitehead by six inches.

First Day's Summaries.

One-mile novice.—F. E. Morriss, first; Roy Heiner, second; J. A. Gary, third. Time, 3.07⅕.

Half-mile open.—W. H. Whitehead, first; Z. S. Oliver, second; Edgar Hands, third. Time, 1.11⅕.

Two-mile handicap.—W. H. Whitehead, first; Z. S. Oliver, second; W. H. Pickens, third. Time, 5:13. Whitehead and Oliver had 20 yards over Pickens, who was the only scratch man, but they came back with him, and the three, alternately pacing, soon overtook the field and finished easily in the positions named.

One-mile Mississippi Division L. A. W. championship.—W. H. Pickens, first. Time, 2:58.

One-mile open.—Z. S. Oliver, first; W. H. Whitehead, second; Edgar Hands, third. Time, 2:40; time limit, 2:32; no race.

Two-mile lap race.—Edgar Hands, first; E. W. Tomlinson, second; L. J. Godbery, third. Time, 5:49.

Second Day.

One-mile 3-minute class.—Edgar Hands, first; W. H. Pickens, second; R. B. Pepper, third. Time, 2:58.

Quarter-mile open.—W. A. Brown, first; Edgar Hands, second; W. H. Whitehead, third. Time, :41.

Half-mile Mississippi Division L. A. W. championship.—W. H. Pickens, first. Time, 1:27.

Two-mile open.—W. H. Whitehead, first; Z. S. Oliver, second; W. A. Brown, third. Time 5:49.

Five-mile handicap.—W. H. Whitehead, first; W. A. Brown, second; Edgar Hands, third. Time, 14:42.

The grand stand was again disappointed on the second day. Although Brown, their favorite, showed up, he was not allowed to compete in the championships as he was not a member of the League. When he won the quarter-mile open, partly through Whitehead's carelessness, they nearly went wild, but Whitehead easily defeated him in all other events. The local spectators also got a little "riled" in the 3-minute class when R. B. Pepper, a local man, crashed into E. W. Tomlinson's rear wheel, which brought both down, cutting Tomlinson's knee badly. The local correspondent to a Memphis paper gave Pickens and Tomlinson a great "roast" in his article next day, claiming that they tried to pocket Pepper. It was Pepper's gross lack of experience which caused the fall, he having never ridden in a race before. The Castalian Cycle Club has decided to hold another three-day meet about the middle of July, and Mr. Langstaff is busy preparing the prize list, which will be a handsome one.

WAS AN EASY VICTORY.

PROVIDENCE, R. I., May 11.—The semi-annual road race of the Rhode Island Wheelmen was held today at the ten-mile course on Reservoir Avenue. This event will decide who will be eligible to positions on the club team. Keach had almost a walkover. The result was as follows:

PO.	NAME.	HDCP.	TIME.
1	W. Keach	3:00	37:34
2	W. H. Pennell	6:00	42:11
3	F. Devlin	:30	37:15
4	M. C. Shippee	4:00	39:46
5	J. L. Snow	:30	37:17
6	A. Roach	4:00	41:00
7	H. D. Merritt	:50	37:48
8	A. E. Place	1:00	38:57
9	F. Luther	:50	39:01
10	C. Weld	1:00	39:01⅕
11	J. Farrington	4:00	43:57

CORNELL-PENNSYLVANIA RACES.

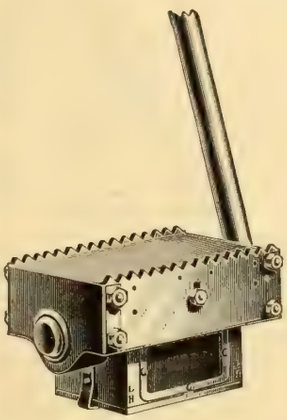
ITHACA, N. Y., May 11.—The annual games between the University of Pennsylvania and Cornell were held here this afternoon on Percy Field. The two-mile bicycle race, the only cycle event on the programme, resulted in a complete victory for Pennsylvania. The first heat was won by E. P. Hinds, Cornell, with G. M. Gates, Pennsylvania, second. The second heat was won by W. G. Douglas with W. D. Osgood, second, both of Pennsylvania. In the final heat Hinds fell and Osgood, Douglas, and Coates finished in the order named.



ELF TIGER WHEELMAN.

INVESTIGATING COMMITTEE MAKE DYNAMOMETER TESTS.

CAPT.—The upper is the Victor record, the other two are the next best. This simply confirms our judgment, boys: the Victor is the lightest running wheel on the market.



VICTOR DYNAMOMETER.

The Victor Dynamometer is an accurate device for measuring and recording the applied power in the actual and regular use of the bicycle. The records are taken on paper strips at the pedals, and a run of over a mile may be made on one continuous strip. These records are of great value to the manufacturer, as an accurate means of comparing bicycles for easy running qualities. The Dynamometer tests directly the most important feature in wheel design, namely, draft.

The horizontal rulings on the strip form a graduated scale of pressure on pedal, the width of each space representing 25 pounds.



The hightest point in the diagram indicates the moment of heaviest pressure in the stroke. Line *b*, which should be approximately perpendicular, shows the sudden release of pressure at the bottom of the stroke. Horizontal line *c* represents the line of no pressure, or the up stroke of the pedal. The horizontal dimensions represent distance traveled, or motion, and perpendicular dimensions show pounds pressure, or stress.

By the use of this, and other instruments of like nature, we have produced, and offer you in the **'95 Victor,** the easiest running bicycle on earth.

N. B.—Any maker can reduce weight; only skilled mechanics can reduce draft.

OVERMAN WHEEL CO., VICTOR BICYCLE MAKERS

BOSTON. NEW YORK. DETROIT. DENVER.

Pacific Coast: SAN FRANCISCO, LOS ANGELES, PORTLAND.

NEW YORK NEWS NOTES.

NEW YORK, May 14.—The Long Island Century Association met last Friday night at the clubhouse of the Liberty Wheelmen, and among other things decided to hold the annual century run of that association on Saturday, June 8. Heretofore the ride has been made on Sunday, and there was long discussion last Friday night before it was finally decided to change the day. The start will be made from Sag Harbor, 100 miles up Long Island from Brooklyn, where the run ends. An executive committee of three, composed of Alexander Schwalbach, Henry J. Valentine, and Clemens Weiss, was appointed, who will take care of all future arrangements and details. In view of the noisy actions of a few last year who persisted in keeping every one on board the boat awake all night, riders will this year be given an option on which way they care to reach Sag Harbor, either by boat or rail.

A Serious Mishap Occurred

on Broadway, near Waverly Place, last Saturday, in which a bicycle rider and a grip-car played prominent parts. Homer Butts, a wheelman, was riding uptown on the downtown cable slot. He did not see the car coming, and the gripman did not stop the car, supposing that Butts would naturally turn out in good time. When it became apparent that the cyclist was unaware of the car's approach the gripman attempted to stop his car, but too late, and Butts was struck and thrown several feet. He was taken to the New York Hospital, where it was learned that he was suffering from a fractured skull and concussion of the brain. The gripman was arrested, although how in the name of common sense any one can be blamed, excepting the rider, is hard to see. Some day wheelmen will learn not to ride uptown on downtown railroad tracks, sprint on crowded thoroughfares, and ride recklessly generally.

On Friday night John Marx, another wheelman, was also considerably cut and bruised by being caught between two trucks and crushed. He was trying to do some hairbreadth riding at the time and got the worst of it The driver of one of the wagons was arrested while Marx was taken to Bellevue Hospital.

The Quill Club Wheelmen has decided on a permanent home for its members. Quarters in the Pulitzer Building, otherwise none other than the World Building, have been secured and all comforts and conveniences of the up-to-date newspaper men's cycling club's home will be on hand.

From all parts of the surrounding country came rumors and

Thrilling Tales of Adventures with Robbers,

tramps, etc., by wheelmen, some of whom undoubtedly are troubled with a disordered imagination. The Coney Island Cycle Path is the latest to be heard from and the question of cyclists carrying arms while riding is being agitated by the local newspapers.

In last week's BEARINGS the prophecy was put forward that George D. Ruppert, Jr., the Columbia collegian would show the stuff he was made of in his first start in a scratch event, notwithstanding his defeat the previous Saturday in a two-mile handicap with himself on the back mark. Last Saturday Ruppert started in a two-mile open at the games of the Columbia College Union on Columbia Oval, Williamsbridge. As usual the cycle race created more enthusiasm than all the other contests. The cream of the college cycle talent started in this event which, after an easy ride, a veritable exercise gallop, Ruppert won in 5:16⅗. The time could just as easily have been 30 seconds faster. H. L. Howard was second and W. Fearing third. The last lap was ridden by Ruppert on a deflated tire

AFTER LENZ'S MURDERERS.

W. L. Sachtleben, who is now in Constantinople searching for traces of Frank Lenz, believes that the missing globe girdler has been murdered. So positive is he, that he has set detectives on the track of the murderers. A personal friend of Sachtleben in St. Louis received a letter from him last week in which is given the latest developments in the case. The letter says:

"It is impossible for me to tell how long I shall be compelled to remain in Constantinople. But I am getting on with the 'search for Lenz' in elegant shape. Through the aid of several of the missionaries I have found in a very curious manner a clew right here in Constantinople to the murderers, for there can hardly be any doubt now that he was killed. The chief detective in this city has been informed through the dragoman of our legation, and he has detailed a special detective to follow up our clew. I have offered a handsome reward if he succeeds quickly. And I also have, or will have, in a few days, a native detective disguised as a peddler on the route where Lenz disappeared. I am going to try and work this '*a la* Pinkerton.' I will keep in the background until these two detectives at both ends of the line have had ample time to investigate. I have purposely kept very quiet and my mission secret. None of the newspapers know that I am here. Yet they are so different from our newspapers that this really makes very little difference. What I shall do for the next week is a mystery for me. I couldn't go if I wanted to, as I haven't any pass, and I don't want to leave Constantinople until the detective here has given a thorough report, as I have strong hopes of implicating certain parties near Erzeroum through witnesses now in Constantinople. At least so it appears now, but the outcome alone can prove it.

"I am now feeling much better, as I have been exceedingly fortunate, and am doing all that can possibly be done in this case. And as I have written before, it is a very delicate affair, in which I anticipate trouble even if I do discover the murderers.

SPRINGFIELD CLUB BANQUET.

SPRINGFIELD, MASS., May 14.—The banquet celebrating the fourteenth anniversary of the Springfield Club was quite as successful as anticipated, the only disappointment being the unexpected absence of Governor Greenhalge, who promised faithfully to be present, but at the last minute sent Adjutant-General Dalton in his place. Inasmuch as he has done the same thing before, the club doesn't feel in the best of humor over the slight.

The guests of the evening were Sterling Elliott, Adjutant-General Dalton, Colonel Wellington, Col. A. H. Gaetting, ex-Lieutenant-Governor Haile, and Mayor C. L. Long. The tables were laid in the spacious dining-room of the Massasoit House, and one of Landlord Chapin's finest course dinners was served. The Philharmonic orchestra rendered several melodious selections during the dinner.

After the viands had been discussed D. E. Miller introduced Rev. George C. Baldwin, Jr., pastor of the First Baptist Church and a member of the club, who acted as toastmaster. He first introduced Adjutant-General Dalton (who represented the governor), who apologized for his excellency's absence, saying that it was caused by over work and a much needed rest.

Mayor Long was the next speaker, and a very embarrassing situation it must have been. He was expected to speak at a good roads banquet, and that, too, after he has persistently exercised all his influence to reduce appropriations for that purpose to the lowest possible limit.

He used his same old argument, that while good roads are desirable, other departments demand consideration.

Ex-Lieutenant-Governor Haile said his ideal of a cyclist was one who sat up like a finished horseback rider. He thought the bicycle had been an important agency in directing the attention of the people to the needs of better roads.

Sterling Elliott followed in a characteristic talk, and pointed out the fact that it was necessary for the cyclist to discover poor roads. Horses had known about them some time, but unfortunately they couldn't explain matters. However, as soon as the man became a horse he was eager for an improvement in roads. He urged L. A. W. members to work together and vote only for men who would guarantee good roads.

Henry H. Bosworth was the last speaker, and spoke on the subject from the club's standpoint, reviewing the work the club had done and urging still further effort toward the accomplishment of the one great object.

KNIGHTS OF THE WHEEL DISBANDED.

DETROIT, MICH., May 13.—The Knights of the Wheel, after being in existence for the past several years, have practically disbanded. This organization was the outgrowth of the League fight between the Michigan Division and ex-Chief Consul Bresler, which has never been satisfactorily settled. The Knights of the Wheel was started with the intention of running in opposition to the L. A. W., but beyond getting a membership of 150 little was accomplished.

At a recent banquet given by the Detroit Wheelmen the question of erecting a new clubhouse was discussed at length, and it is safe to say that within a year they will be in quarters that will be surpassed by none. The estimated cost will be $25,000, and the site will be more centrally located than the one now occupied by them. Several liberal donations were made by some of the leading members, which will materially help to pay the cost.

About 150 of the Y. M. C. A. Wheelmen will start on a tour to Niagara Falls on August 14. They will go through Canada. Many ladies are numbered among the tourists, and a good time is anticipated by those going.

KNOXVILLE RACES POSTPONED.

KNOXVILLE, TENN., May 13.—The southern circuit meet, scheduled for May 11, had to be postponed on account of rain, which fell in torrents just as the bell rang for the first race. A good crowd was out despite the threatening weather, and the prospects were fine for some pretty finishes in fast time. A. F. Harner, Arthur Gardiner, and E. E. Anderson, of the Morgan & Wright team; Gus Steele and F. G. Barnett, of the Monarch team; Harry Kirby and W. A. Brown, of Chattanooga, and G. A. Phillips, of Chicago, were on hand. The Monarch team was obliged to leave Saturday night for Nashville, but the balance of the men agreed to stay over and help out on a postponed meet today. This is rendered impossible by the drizzling rain now slowly soaking the already wet track. Sunday the local wheelmen showed their visitors around our beautiful city in carriages. The meet will be made local and held May 30.

RACING IN AUSTRIA.

According to our Austrian exchanges cycling, and racing particularly, is booming in that country. Reninger will reserve himself for "speed races," or short distances as we would say. Schmall the Vienna-Paris record breaker will ride long-distance races on the track and road, and will attempt to break the records between Vienna and Constantinople, and between Trieste and Vienna (310 miles). The latter attempt will be made in a race which will net the winner $400. Haderer, the 100-kilometer champion, will try to lower the record for that distance to 2:30:00, and the fifty kilometers to 1:30:00. Finder, twelve times champion of Austria, will retire from the path and engage in the manufacture of bicycles.

PEERLESS

RIDERS MAKE THE RECORDS!
AGENTS MAKE THE PROFITS!
WRITE US AND FIND OUT WHY.

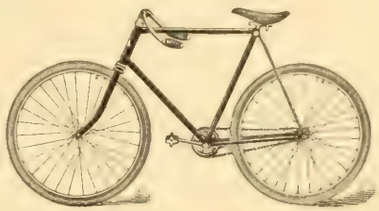
TRADE MARK



E. A. McDuffee Won First Time Prize

In the Great **LINSCOTT ROAD RACE**, May 4, in 1:12:08,
and this is the wheel he did it on—

THE PEERLESS BLUEBIRD LIGHT ROADSTER!





THE PEERLESS MFG. CO.

CLEVELAND, OHIO.

Mention The Bearings

THE MYSTIC HOSE PIPE TIRE

Is the best tire of its type on the market, the construction permitting the valve stem to be removed at pleasure in case of injury.
Riders should use them, because in doing so they secure for themselves much pleasure and comfort these tires are light, swift, and strong.
Dealers should handle them, because they can do so with profit, and at the same time give their customers excellent satisfaction.

The "ARROW," "CLIMAX," and "REX" TIRES are splendid specimens of the mechanically fastened and cemented type tires.

CATALOGUE FREE.

THE EASTERN RUBBER MFG. CO.

TRENTON, N. J., U. S. A.

Mention The Bearings

THE FEVER CAME BACK



The office door banged open and the office boy stuck his head in and screeched, "You're wanted at the 'phone," and disappeared.

"Hold on," called the editor.

The boy reappeared.

"Whatisit?" he asked.

"Who wants me?" queried the editor.

"Dunno."

"Well, go and find out."

The boy again disappeared.

Presently he returned. "The guy says dat it don' make no difference who he is, dat he wants ter see de editer. He says, 'Tell 'im it's Billy.' "

The editor makes it a rule not to answer anonymous telephone messages, but he was curious to know whom the mysterious "Billy" might be, and broke the rule, after ejaculating something rather forcible about fools who didn't know enough to give their names when they wanted to talk with a fellow.

. . . . . .

At the telephone:

"Hello."

"Yes. Who are *you?*"

"Billy? Billy who?"

"Thorne? Oh! W. C. Thorne. Yes, how are you, Billy. Haven't seen you for an age."



"Taylor? What Taylor do you mean? I don't know any one by that name."

"Oh, you mean the fellow who is making the club suits. I thought that you meant some one by the *name* of Taylor."

"Yes. He's at the corner of Cottage Grove Avenue and Thirty-first Street."

"Yes, but what do you want a club suit for. You resigned from the club just the other day. I thought you had quit cycling."

"Oh, you wrote withdrawing the resignation, did you? Well, that's a good thing."

"I thought it was queer that a man like you could ever drop out of cycling."

"Got the fever, again, hey? How did it come on?"

"Saw 'em riding past the store, did you?"

"Yes, I know how it is. I've been there myself. Didn't begin riding till about a week ago. I stopped on Michigan Avenue on my way home to watch a couple of scorchers, and the result was that I stood there in front of Columbus' monument as still as the old man himself for half an hour, Of course I rode down town the next morning."

"How much what?"

"Oh, for the suit. Why, $10."



"Yes. By the way, Billy, you know that the annual Hamilton-Cincinnati run comes off next Sunday. Better go along."

"Yes, you will. Tell the tailor to get a move on him. He can get it done in time."

"No you won't. I haven't done any riding to speak of myself, and there are a lot of the slow brigade going along."

"Eighteen have bought their tickets already."

"No, don't think it over at all. Say 'Yes,' and the matter will be settled."

"What do you care for your brother George. Get him to come along too."

"All right. See him, but don't take long to do it."

A pause of 5 minutes in the conversation ensued, during which time the editor made the following announcement for the benefit of the office force: "I've got Billy Thorne 'on the string' for the Cincinnati trip. He's trying to get George Thorne to go with him. They're sure to go, once the idea gets into their heads. Neither of them has ridden twenty miles this year. Eh, we 'won't do a thing' to them."

The telephone again:

"Hello, Billy."

"Good! I thought you'd go."

"George, too? That's great. Seems just like old times."

"No, there won't be a bit of scorching."

"Sure. I've learned sense in the last two years."

"All right. Two tickets."

"Yes. I'll get lowers if possible."

. . . . . .

All the above does not mean much, but what little it does mean is just this: That the man who once gets thoroughly infatuated with cycling might just as well try to stop breathing as to try to give up cycling.



It also explains the reason why W. C. Thorne and G. A. Thorne, both ex-scorchers and ex-racing men, the former an ex-member of the National Racing Board, and himself a record-breaker, looked so tired when they got to work on a recent Monday morning, and why, after consulting together, they closed up their desks early on the same afternoon and sought the refreshing effects of a Turkish bath, and why they both went home and were in bed by 7 o'clock that evening, and why they now walk as if walking were a pain and sit down as if sitting down were a punishment.

CASSE SHOWS UP WELL.

NEW ORLEANS, LA., May 12.—The second annual spring games of the Southern Association A. A. U., held at the New Orleans Jockey Club grounds May 11, contained four Class A events participated in by riders from Birmingham and Mobile, Ala., and New Orleans. A heavy shower one hour previous to the races made the track very heavy and prevented fast times though all the finishes were close and hotly contested, Quinn, of Mobile, and Casse, of New Orleans, dividing the honors.

Summaries.

Quarter-mile open.—P. Casse, first; Ed Warren, Birmingham, second; Geo. Quinn, Mobile, third. Time, :35⅗.

Half-mile open.—Casse, first. Warren, second; Quinn, third. Time, 1:18.

One-mile open.—Quinn, first; Casse, second; Warren, third. Time, 2:52.

Two-mile open.—Quinn, first; Casse, second; E. B. Hands, third. Time, 6:38.

Notwithstanding a time limit of 6:20 was placed on the last race the event was not ordered run over. A protest was entered against Quinn, of Mobile, but is still in the hands of the referee.

RACING BOARD BULLETIN.

In accordance with the recommendation of the Racing Board of 1894 the suspensions placed upon the following named riders will be removed June 1, viz.: John L. Brower, Thomas Brown, W. B. Farley, F. S. John, Ed. Morris, and F. Schrack, all of Phoenixville, Pa., and vicinity.

The Buffalo Track Association has postponed its date on national circuit to September 5 and 6. The Canadian loop of the national circuit commences August 24, at Toronto; 26th, at Brantford; 27th, at Stratford; 28th, at London; 29th, at Woodstock; 30th, at Peterboro; 31st, at Montreal, from which latter place the racing men can easily get to Hartford, September 2.

Official referees have been appointed as follows: Al. Cole, San Jose, Cal.; Sanford Plummer, San Francisco, Cal.; L. W. Ripley, Sacramento, Cal.; Albert Mott, Baltimore, Md.

By vote of the board a deposit of $1, to be returned if the referee's decision is reversed, or forfeited if his decision is sustained, will hereafter be required from any rider appealing from the decision of the referee of a meet.

For competing at unsanctioned races the following are suspended for thirty days from May 7: J. G. Barada, A. B. Nichols, G. T. Priest, J. Humphreys, T. Bond, F. R. Hattersly, R. T. Atkinson, H. Potter, W. Grayson, A. Powell, W. G. McRae, T. S. McPheerer, S McCluney, S. Markie, B. Nugent, Jr., F. Amlar, O. Kohr, H. McK. Jones, Jr., of St. Louis Mo., and D. H. Schuyler, J. S. Reeves, E. Fretz, C. H. Cavin, of Philadelphia.

Louis, William, and Davis Coburn, all of St. Louis, Mo., are transferred to Class B.

GEORGE D. GIDEON.

Return of the Columbia Team.

Eddie Bald, Ray Macdonald, and Asa Windle, accompanied by the one and two mile competition records, carried in a little bag by Bald, passed through Chicago last Tuesday on their way east. Bald looked in the pink of condition, but Macdonald showed the effects of his long illness. He is not as heavy as he was when he left for the coast, while his face was "peaked." Ray was confined to his bed six weeks while on the coast and was not able to leave it until the day before the San Jose races. He says that he is feeling better now and that he will stay in New York until he recovers his health. He will not be in condition to race before July. Bald will go direct to Springfield, where he will put on the finishing touches before he races at Waltham on Decoration Day.

At the southern race meet held at Castalian Springs, Miss., May 6 and 7, the Monarch captured nearly all the honors. The Monarch riders, Whitehead, Pickens, and Morriss, won no less than ten races out of eleven on their 22-pound wheels against 17 and 18 pound racers of other makes.

The Carwardine cup, which takes the place of the Cuca cup won outright by Shorland, will be competed for by unlicensed riders, as it is impossible to get even a fair entry from among England's pures.

Loose diamonds will be given for prizes in the B events at the New Jersey Division meet at Trenton, June 1. The meet will be under the auspices of the Mercer County Wheelmen.

WAHL'S REMARKABLE RECORD.

COLORADO SPRINGS, COLO., May 11.—Yesterday L. C. Wahl, of this city, made his third attempt to establish a Colorado Springs-Pueblo and a fifty-mile record. He did it, and did it so thoroughly that the local wheelmen have lost all desire for them. Fifty miles in 2:15:00 Colorado Springs; Pueblo in 2:07:00 for the forty-six miles; four miles in 8 minutes flat! *We don't want them!*

Wahl started four miles north of town on the road to Denver (the old Santa Fe trail) and came down Tejon Street to the Rock Island Railroad bridge, then one block west to Cascade Avenue, down Cascade to Dale Street, two blocks east to Nevada Avenue and down to the south end of the city and the Pueblo road. From the starting point to the corner of Nevada Avenue and Huerfano Street is just four miles by the route given and has been carefully measured by more than a dozen men. It crosses the car tracks twice and one railroad bridge, and turns four corners, the turn at the bridge being very dangerous, as it is

Down a Steep and Sandy Banking.

S. Ben Smith, a prominent druggist, Charles E. Taylor, and E. J. Smith, Jr., of the Pike's Peak Roadsters, accompanied Wahl to the starting point and took his time on three watches. At exactly 9:15 the word "go" was given, and at 9:23 Wahl passed the crowd which had collected at Huerfano Street. The timers at this point were H. Weber, agent for Sterling and Fowler; W. H. Wahl, brother of the record-breaker, and L. A. Pease, the vice-consul of the state division. Although Wahl had ridden the four miles in 8 minutes flat and had broken all previous records for the distance, he was breathing easily and riding beautifully as he passed this point and began his long and lonesome journey.

At the sand creek near Kelker he had to slow down to get over the 400 feet of corduroy road and then walk about 200 feet more through the heavy sand on the far side. As he passed through Fountain he was checked by Mr. Abbott, operator at the D. & R. G. station. About halfway to Pueblo the road crosses the Fountaine Qui Bouille. It has a very wide and sandy bed, and a wide shallow ford. There is no bridge and

Wahl Had to Foot it Again.

At the corner of Fourth and Santa Fe streets in Pueblo G. T. Nash, Fred Hawes, Ray Covert, and James Storey, all prominent local wheelmen, were waiting to time the finish, and a small crowd had collected to see Wahl come in. He arrived at 10:30 in splendid condition, and ready for the return trip in the afternoon, although he had beaten the best previous record for fifty miles—held by Linton, of England—a full 12½ minutes, and the best American record by 15 minutes and 40 seconds.

All watches were set by standard time and the Pueblo watches were compared with those here by telephone and found to be in exact accord. The distance has been measured time and again and is known to be the full fifty miles, The course is through a rolling and at times very hilly country with an average drop toward Pueblo of thirty-six feet to the mile. The roads are as fine as country roads can be, barring the two places mentioned and a sandy stretch near the Pueblo end of the run.

The Wind was Northerly,

and for the most part at Wahl's back, but in places the road bends so that he cut across it or nearly into it. The daily weather report furnished to the *Gazette* by the Colorado College weather bureau gives the following interesting observations for the 24 hours from May 9, 6 p. m., to May 10, 6 p. m. Mean velocity of wind per hour, sixteen miles. Maximum velocity of wind per hour, nineteen miles. Maximum barometric pressure, 24.30 inches. The wind was blowing about sixteen miles an hour when Wahl made his ride, but the pressure of a sixteen-mile wind at this altitude, 6,000 feet, is equal to that of about a twelve-mile wind at the sea level. Wahl had almost all conditions in his favor, but he did not have a coast. It was a hard, honest ride.

L. C. Wahl is twenty-nine years old and weighs 135 pounds. He came to this city only a few months ago from Washington, D. C. He has twice held the American 24-hour record, the last being 297¼ miles, and the Maryland records for ten and twenty miles, the Maryland century record, and the Baltimore-Washington record of 2:49. Since coming here he has broken the Manitou-Colorado Springs record, doing the six miles in 13:45.

He has Twice Before Started for the Pueblo Record,

but met with ill luck. On the first trip he got a slow puncture and had to use his pump twelve times, but nevertheless covered the fifty miles in 2:59:40. On May 7 he tried for the century, but encountered bad winds each way. He pluckily stuck it out, doing the 100 miles in 6:58:00 after an exceedingly hard ride, and without any pacing.

Wahl is one of the Colorado Columbia team and is entered for the Denver Decoration Day road race, when he will give some of the scratch men a bit of pacing that they will have hard work to hold. He has already sent in to the Century Road Club a complete set of affidavits regarding the distances and times of his records, and will undoubtedly establish them beyond question.

William Rosser, a well-known English racer, is now in Paris training for the Paris-Bordeaux road race and is expected to show up well. R. H. Carlisle, Ridgway, and several others are expected to join him.

Oscar Fabrique, a 2-minute man, won the five-mile road race of the Rockford (Ill.) Cycling Club, May 10.

TWO LEAGUE OFFICIALS RACE.

BALTIMORE, MD., May 14.—President Willison, of Cumberland, this state, and Vice-President Morrison, of Milwaukee, visited Albert Mott last week after their return from New York, where they were in session with the National Board of Trade of Cycle Manufacturers Wednesday. Friday afternoon Mr. Mott took Messrs. Willison and Morrison out to the park cycle track to show what Baltimore could boast of in the way of race courses for wheelmen. Both visitors expressed themselves as agreeably surprised at the splendid facilities offered, and Morrison grew somewhat enthusiastic, finally stating that in his mind he could create something of a record over so superb a track. Morrison started in on a mile against time, and several watches were pulled out preparatory to timing the trial. The first quarter was made in :54, Morrison riding easily; on the second quarter the record seeker slowed perceptibly, making the time for the half mile an even 1:56, or 1:02 for the second quarter. President Willison seeing that his brother officer was in danger of not creating a new record yelled at him as he labored by that he (Willison) would pace him the rest of the journey, beginning on the next lap.

There was plenty of time for Willison to remove his coat and vest and roll up his sleeves while Morrison rode the third quarter in 1:06, or 3:02 for the three-quarter miles, and then Willison, just like a regular pacemaker, started after Morrison, yelling, "Go on! go on!" Morrison didn't seem to care very much about Willison catching him, and the pair sprinted down the backstretch like a couple of locomotives. Willison gradually gained inch by inch on Morrison, and as they rounded into the stretch they were on even terms, Willison grunting and Morrison puffing. Like a tandem team abreast the two big men of the League neared the tape, each one straining every nerve and muscle to beat the other home. Without either gaining an inch on the other, they passed the tape—a dead heat. Willison's time for that flying quarter was clocked in 1:12¼, while Morrison's mile marked 4:14¼, an L. A. W. executive committee world's record over the park cycle track at that day and hour.

They carried Morrison across the street in a wheelbarrow to a hotel, where he was placed in bed, while a towel full of cracked ice was gently placed on the head of the mighty president. At last reports both heroes were doing well.

W. F. Sims, the Columbia racing team's recent addition, has been in training here for about two weeks, and is in splendid form. A telegram from headquarters, received by him last Friday, orders him to go at once to Charlotte, N. C., where he will meet the rest of the team and finish his work under the ever watchful eyes of Asa Windle.

The Riverside Athletic Club has secured the Acton Park, Brooklyn, just opposite from Baltimore City, and will make a feature of cycle racing this year. A quarter-mile track will be built at once, where professional races will be given on a grand scale. Many other athletic features will be started during the season, and it begins to look as if Baltimore has at last what it has needed so long—a live athletic club.

SEARLE'S RECORD STILL SAFE.

NEW YORK, May 13.—Letter-Carrier A. E. Smith, mounted on a Fowler, reached this city last Friday afternoon, just 1 hour behind the existing record between Chicago and New York, held by R. P. Searle. Smith's ride was a plucky one, replete with hardships, and to think that he missed the coveted record by so small a margin was indeed a bitter dose for him to take. Had any help been given him at all from Tarrytown into Gotham, he surely would have landed the prize he sought so earnestly No one met him to pace or aid him during the last twenty-five miles of the trip. He was thoroughly exhausted when the ride had ended and it is quite likely that he will not undertake the task again without having arrangements for pacing made before the start.

The Galesburg Meet.

The twelfth annual meet of the Illinois Division will be held at Galesburg, Ill., June 19, 20, and 21, under the auspices of the Galesburg Cycle Club. It is the intention of the management to make this the most successful meeting yet held in the state, and with that idea in view they have decided to give prizes to the value of $2,500, divided as follows: Wednesday, June 19, eight events, $600 in prizes; Thursday, June 20, ten events, $1,000 in prizes; Friday, June 21, $900 in prizes. The racing will take place at C. W. Williams' noted race track, where little Alix, last fall, made a world's record. All railroads in Illinois will make a fare of one-and-one-third for this meeting. In addition to this the C., B. & Q. railroad company will run special trains from all points in Illinois at a very low rate.

Another Relay Ride Planned.

W. A. Skinkle, L. J. Berger, C. M. Fairchild, William Herrick, H. P Walden, and C. Edward Wood held a meeting of the Century Road Club of America in Chicago last Monday and changed the constitution somewhat. It was also decided to conduct a relay ride between Chicago and New York. The annual election of officers of the C. R. C. will be held at the League meet at Asbury Park.

A new swell cycle club will soon be organized in Paris under the name of Rallye-Velo. It comprises many members of the Jockey Club and ladies will be admitted.

THE DUNLOP TIRE

Costs more than other tires and for that reason some manufacturers strenuously oppose it, others sell it grudgingly, but the leading makers, who are jealous of their reputations and use only the BEST, gladly recommend it.

SECOND INSTANCE,

The Royal Cycle Works

SUPPLY IT ON THEIR

HIGH-GRADE BICYCLES

AMERICAN DUNLOP TIRE CO.,
New York City.

MARSHALL, MICH., April 30, 1895.

GENTLEMEN: In view of the splendid success that we have experienced in using your tires this season, we wish to urge upon you the necessity of rushing our orders as rapidly as possible. Do not stop for specified orders, but ship as many as you can, and when you can. In deciding to use your tires this season we believe it to be one of the most successful business undertakings we have ever decided upon. We have not received one single complaint regarding your tires; they have given satisfaction wherever we have shipped them.

You will recollect that the writer has had considerable experience in using your tires, both in this country and their first introduction in the old country. We have recommended them to all our agents and orders are pouring in, so please do not fail to let us have these, as we feel certain that to a very great extent the reputation of our wheel rests upon the tire we fit to it, and the tire that we can recommend to all our agents is the celebrated Dunlop Detachable. Please rush all our orders. The only complaint we have to find is that we can not get the tires quick enough.

Yours very truly,
ROYAL CYCLE WORKS,
(Signed) H. Chapman, Supt.

AMERICAN DUNLOP TIRE CO.

504=506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL. **36=38 Lombard St., TORONTO, CANADA.**

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THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, MAY 17, 1895. No. 11.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

Know Who the "Leaders" Are.

A good thing gives credit to whatever it touches. People of good sense and judgment, who know their business, are not slow to take advantage of this fact. The Fowler wheel is not only able to go it alone but can give lifts to its friends.

It is probably unnecessary to call the attention of the readers of THE FOWLER TRUTH to a double-page ad. which appeared in last week's "Bearings," and which gives point and illustration to these remarks.

If the makers of parts are not in position to know the leading wheels in the market, and the wheels which will ***give credit and prestige*** to their goods, we would be glad to know who is.

"The makers of the leading wheel" sounds good to us coming from those who have a chance to know. This is what we are in the race for.

Falling in Line.

Judging by the number of applications we are having for 1896 agencies, it is evident that by the time the cycle shows are over, our entire output for 1896 will be disposed of.

Glory vs. Coin.

A letter just received from Dixie Hines, of "The American Wheelman," who has in hand Mr. Kilpatrick's end of the championship one-legged race, states that Mr. Kilpatrick is satisfied to race for the championship title and prize to be offered by the Asbury Park Wheelmen.

The editor, in whose hands Mr. Cunningham has placed authority to arrange this match, suggests that Mr. Cunningham can get backing for $500 or $1,000, and, inasmuch as he is now an amateur, and if he is to jump into Class B by riding with Kilpatrick, he might as well go a little bit further and ride for cash as well as for glory.

Kilpatrick et. al. interested sought this match, and it is to be hoped something will come from it eventually. The readers of THE FOWLER TRUTH will be kept informed as to the progress of events.

"WILL PUSH YOU ALONG"

"IT'S A GOOD THING"

THE FOWLER AGENCY FOR 1896

WHAT ABOUT IT?

"Be Fair, Mr. Editor; Be Fair."

Under the above title last Sunday's "Inter Ocean" says:

There recently appeared, in a weekly journal allegedly devoted to cycling, a scurrilous attack on Mr. and Mrs. H. Darwin McIlrath, the intrepid couple who have undertaken to go around the world for "The Inter Ocean" on wheels. The publisher of the sheet featured the libel by making an editorial leader of the tirade. In effect, the McIlraths are accused of "seeking cheap notoriety." The attack is an unfair one. Neither Mr. nor Mrs. McIlrath controls the advertising department of the manufacturer whose wheels they are riding. If "ye editor" has a grievance against the manufacturer whose machines the couple are astride of, it is manifestly unjust that he be whipped over the shoulders of "The Inter Ocean" globe girdlers.

At any rate, no one is seriously concerned. The few who read the sheet and compare its editorial comments with its advertising pages will have no trouble in locating the "dark-skinned one in the wood pile."

The "Inter Ocean" has hit the subject square on the head. If the editors of the sheet in question have anything to say about this concern they can mention the Hill Cycle Manufacturing Company openly. We ask no consideration at their hands, and are ready to meet any open and manly attack.

Some time ago this same paper made an attack on some one. They did not mention the name of this firm, but if they meant us—and we have every reason to believe they did from tone and language used—***they simply lied,*** or ***willfully*** misrepresented facts to do us harm.

Within the last ten days this same editor was asked by a prospective Fowler buyer what he thought of the Fowler wheel. The editor replied:

"Oh, the Fowler wheel is good enough, but you can't trade it well on account of its truss frame," or words to this effect.

Another cussed lie, or misstatement of facts to do us harm.

We want to tell the editors and proprietors of this sheet that we ask no favor from them in any respect. We would also tell them that our business methods have been successful, and had they had sufficient brians and business experience to run their sheet as successfully as we have our business, they would not now be struggling along in the rear ranks of obscurity.

The people who run the aforesaid sheet would do well to get a Fowler truss frame attached to their brain to make it a little more rigid, and they would then find that they could trade it to much better advantage than they are now able to do.

We may also remark that the present editor and former business manager of the paper thought so well of the Fowler wheel and its truss frame that he offered to trade advertising in his sheet for one of them.

We refused!

THE BEARINGS
The Cycling Authority of America

THE Fowler TRUTH

EXTRA!! EXTRA!!

A MARVELOUS RIDE!!

Letter-Carrier Smith, who for a long time held the record between Chicago and New York, recently made an attempt to reduce the existing record between the two cities. He left Chicago at 3:45 a. m., and at Tarrytown, N. Y., about fifty-five miles from New York City, was ahead of the record, and although he had been delayed by an accident which nearly resulted in his death, yet had he had the benefit of the pacing he should have had, wh ich the present holder of the record did have, he would have smashed it to smithereens and been in at the goal from three to ten hours ahead.

Read the "New York Recorder's" account of it and see for yourselves what a wonderful ride it was:

"Had time in its mad flight ceased for less than an hour Friday, May 10, Arthur E. Smith, the letter carrier from Chicago who attempted to best R. E. Searles' record from Chicago to New York, would today have been the hero of the continent. From one end of this broad land to the other his marvelous pluck would have been discussed with admiration, his wonderful ride lauded to the skies, and manufacturers would outdo one another in an effort to secure his services. But now he is plain Smith, who made an attempt without success. No consideration will be given to the greatness of his feat when it becomes known that he failed to beat Searles' time.

"His indomitable energy in pushing steadily over all kinds of roads, with scarcely any sleep, more than half the time unable to procure food, riding in rain and under the hot rays of the sun, all will be forgotten, and there will be found those who will even go so far as to deride his performance—even to intimate that he did not have the grit to ride it out, never realizing that there was no more heartbroken man in town yesterday, when Smith, hardly able to stand after his long journey, was informed that he was not successful.

"From Tarrytown to New York Smith was compelled to ride alone, the wheelmen who were to meet him and make pace having failed to appear. As he was well within Searles' time at that point, it is to be regretted that he did not have some assistance to bring him into town. Smith realizes keenly that the coveted glory was already in his grasp, and feels deeply chagrined at having been forced to relinquish it at the last minute.

"Smith left Chicago Saturday, May 4, at 3:45 a. m. and reached 'The Recorder' office Friday afternoon, May 10, at 2 o'clock, having had but seven hours sleep during the elapsed time. On arriving in the city, thoroughly exhausted in body, looking miserable, his eyes now and then refusing to keep open, he with much difficulty wended his way through the many trucks and cars and sought the office of 'The New York Recorder.'

"Upon reaching the office, he dismounted from his wheel, and immediately sank exhausted into a chair, falling into a deep slumber, from which he was aroused with difficulty.

"His greatest feat during the ride was the riding from Chicago to Westfield, N. Y., a distance of nearly 500 miles, without any rest, which is without precedent in cycling. Smith was well pleased with the kind attention paid him along the route by everybody.

"At Freemont, Ohio, three local scorchers attempted to pace him, but he soon lost them, and they were satisfied with telegraphing ahead, telling the wheelmen who were to make pace at the next town to look for him, as he was riding like a comet.

"A Terrible Experience.

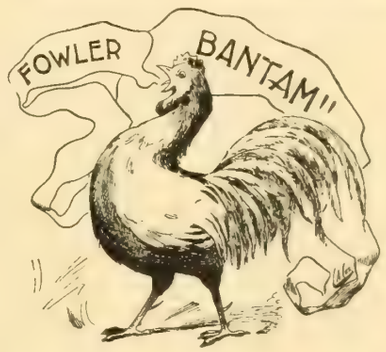
"While riding along the railroad ties of the New York Central Railroad at about Warners, N. Y., he struck an obstruction, and, falling, was knocked senseless. Some section men who were working on the West Shore track, which runs parallel at that spot, picked up his unconscious form. They were hardly off the track when a freight train flew past on the same track on which Smith had lain, which, had not Providence directed the laborers' attention to his mishap, must have surely sent Smith into eternity.

"Smith's mount was a Fowler Bantam, with Palmer tires, and both came through without a blemish.

"This is certainly a wonderful feat accomplished, and the terrible test sustained by the wheel and the tires will be appreciated when it is remembered that the only accident to his wheel was a bent crank, caused by a fall.

"Those who look to the Fowler wheel to hold the record between Chicago and New York in 1896 will not be disappointed.

"Smith's meritorious ride was not entirely in vain, as he succeeded in breaking all existing records between Chicago and Buffalo and Chicago and Cleveland."



To The Front!

Letter-Carrier Smith gets the CHICAGO-CLEVELAND, CHICAGO-BUFFALO, and 500-MILE RECORDS on the Fowler Bantam.

He had lots of tumbles, but a bent crank was the only damage to the King B of all wheels,

THE PEERLESS
FOWLER BANTAM.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

WHEEL FAMINE IN LOUISVILLE.

LOUISVILLE, KY., May 13.—The local trade is in the same position as in all of the other cities—suffering from the wheel famine. The agencies, with only one or two exceptions, are unable to supply the demand. Jefferis Bros. have a good stock of Victors. They foresaw that the demand would be large and ordered what they thought would last them through the season, but had to duplicate the order within a month. Prince Wells had a large stock of Ramblers but they went almost before he knew it and left him in the same position as the others, and now he is running a hand-to-mouth existence.

Martin & Dressing have been unable to supply even a part of the orders for Mungers, and compelled to see parties wanting that wheel go to others and purchase. G. M. Allison & Co.'s store looks very bare and when "Jack" Allison was asked how Columbias were, he replied that he had not seen a new one for such a long time that he would not know it when he did. The Stearns' agent, Kentucky Cycle Co., is getting orders filled one or two at a time. The local branch of the Indiana Bicycle Co. has been very fortunate in getting a supply just at the right time. Griffith & Semple handle the Syracuse, Spalding, and Cleveland, and can not get any of them.

Called in Their Travelers.

Harbison & Gathright, while distributing agents for the Tribune, have been compelled to call in some of their traveling men on account of inability to supply the demand from their southern trade. E. B. Dye & Co. handle the largest line of any and have been quite fortunate in that respect. They carry the Union, Smalley, Falcon, Keating, and March.

The R. C. Whayne Mfg. Co. had a contract with another firm to furnish them with the frames to be used this season. After the demand became so great, the firm was unable to comply with the contract. Mr. Whayne heard of a lot of 100 frames that he could get, and started after them and was just in time, too. He paid $5 more per frame than his contract with the other firm, but was glad enough to get them at that. Before the frames were shipped, another party offered him $5 advance on the price that he had paid, but the $500 was not enough inducement for him to lose the chance of keeping his trade. His experience in getting the frames caused him to enlarge his place, and he now has a full-fledged factory in the rear of his store where they are now making up the frames themselves. This firm has made a record for sales that has never been equaled in this city, selling sixty-eight new machines in one week. It advertised this fact, and gave the names of the purchasers, so that the record could not be questioned. Mr. Whayne is also agent for the Fowler, but has had only two wheels so far.

Can Not Get Wheels.

W. C. & S. M. Nones, Main near Fifth, are large handlers of wagons, and have recently taken the agency for the Fenton, but have been unable to do much for lack of stock. The Zimmy Cycle Co. is the name of a firm organized to handle the Zimmy, but it has only received one wheel. It has the agency for the Warwick. The firm is composed of W. D. Grosz and W. B. Welle. The former is an expert locksmith, and the latter is the bicycle man of the firm. G. L. Bona & Co., 414 Second Street, are expert repair men, and will build a wheel to meet the requirements of any rider. Fulton, Conway & Co., 827 West Main, are dealers in wagon builders' hardware, and saw the possibilities of the wheel encroaching upon their business, so they took the agency for the Norwood.

A. Hauber & Son, 1,030 West Market Street, are agents for the Monarch, but being lately appointed are unable to give any show of what they will do. They are very badly handicapped by the location, as they are so far removed from the central portion of the city.

The Dow Wire Works Co. is watching an almost empty cycle department with poor prospects until the latter part of the week, when it expects a shipment of Orients. The Denhard Mfg. Co. is agent for the Czar and Temple Scorcher, and can not get enough wheels to fill the show windows. From the above it will be seen that the path of the agent is not strewn with roses, and yet it would not be surprising to hear of one or two more agencies starting up within the next few weeks.

GOTHAM TRADE EVENTS.

NEW YORK, May 14.—Trade in New York, like everywhere else in the east, continues to boom, and the dealers are correspondingly happy. Ladies' wheels seem to be called for more than the other styles, which has naturally resulted in a decided shortage of drop-frame machines.

Cobb & Archer, 96 Archer Street, have added another make of wheels to their former lines, which comprised the Syracuse and Barnes. The new one is the Rival, an $85 machine, made strictly high-grade, with the finest quality of seamless tubing. Its tool steel bearings are dustproof, and its many other fine points are fully equal to several higher-priced bicycles.

Cycle sundries and accessories of every known kind and quality are being almost given away by the Park Row Bicycle Co., 21 Park Row. This concern is the local agent for the Elmore, Ben Hur, Royal, Herald, and Ferris lines, all of which go nicely with New Yorkers. Astonishing bargains are always to be found in this store, which is uncomfortably filled with customers most of the time. Manager Willis is a natural hustler, and manages to attract the attention of the passing public daily by some clever sign or advertising dodge.

Persons & Grieve, Tribune and Humber uptown agents, whose store on the Grand Circle, Fifty-ninth Street and Eighth Avenue, presents an attractive appearance, have fallen into line in a remarkably short length of time. Their place is the same one as was formerly occupied by Percy Snyder, the Syracuse, Cleveland, and Raleigh uptown agent. Persons & Grieve have the happy faculty of keeping their store looking neat and tidy at all times, no matter how great the rush.

Next door to Persons & Grieve, F. W. Aymar, the Remington man, holds forth. In reply to the query, "How's business?" put to him by THE BEARINGS' man, Mr. Aymar replied:

"Ain't doing a thing. In fact we can't. We have not got a '95 wheel of any description. To be sure we get

"Fresh Consignments of Remingtons Daily,

but they are all ordered weeks ahead of time and so we don't even uncrate them. Just simply paint out our own address and in its place mark that of the customer, who in many cases has actually waited fully a month for the machine." Regarding the installment business which Mr. Aymar made a specialty of last year, nothing at all is being done in that line this season, there being so many willing buyers with cash to pay in full for a wheel. Until orders are caught up with the installment business will be entirely abandoned. Plenty of juvenile machines are on hand but every one wants the best money can buy, "and so," according to Mr. Aymar, "the call for Remingtons is unsurpassed."

Amos Shirley, whose downtown branch store is located at 978 Eighth Avenue, continues the good work in Columbia and Hartford machines. He is decidedly enthusiastic over the general condition of affairs in cycling, and takes great delight in reminding one of the position which Columbias hold in the wheeling world. His Harlem establishment, on 125th Street, is in charge of Wm. Huyler, a prominent local rider, quite properly popular in northern New York City.

Stokes, the cycle man, 956 Eighth Avenue, makes a remarkably pretty wheel, known as the Stokes Special. It lists at $100, and has a reputation for stanchness among its many riders. Stokes' repair shop is considered to be as complete as any in the city, fitted up as it is with an electric dynamo. Repairs of the most difficult kinds are Stokes' specialty in that line.

The Bidwell-Tinkham Cycle Co., on West Fifty-ninth Street, just off the Grand Circle,

Deals out More Yellow Fellows in a Day

than the average Stearns agency anywhere in this state in twice that time. A polite corps of attentive salesmen and a spacious salesroom are prominent features at Bidwell-Tinkham's. In the riding-school on the third floor is Tom Roe, as head instructor or manager. His brisk business ability, clever style, and energetic manners at once stamp him as the man for the position. Roe has made a reputation for the Bidwell-Tinkham school and he has been retained for their Newport establishment this year.

"Well, Sid, how are they coming?" yelled the scribe from a passing car to Sidney Bowman, the Napoleon of cycling trade in Gotham, one day last week. The former alighted from the car and awaited an answer. Bowman was standing in front of his Eighth Avenue store superintending the unloading of a truck full of new machines. Inside the store an impatient crowd awaited the uncrating of the wheels in order that they could get what they had been waiting so long for—Cleveland bicycles. For the next 2 hours a happy man left Bowman's store every 5 minutes with his new wheel, and Sid's receipts increased at the rate of just $20 per minute during that length of time. When the last crate had been emptied and eight disconsolate customers, whom there were not enough wheels in the load to supply, had filed sadly out of the store,

The Most Remarkable Dealer in New York,

Sidney Bowman, paused long enough to wipe great beads of perspiration from his brow, and then, after a long sigh, replied, "Well, I'll tell you; they are not coming one-quarter as fast as they are going, as you may have noticed this afternoon."

Bowman intends laying a new floor at his cycle academy as soon as the weather grows too warm for his many patrons to ride there. In about a month now Manager C. W. Price, natty and clever as ever, will assume control, under Bowman, of the Newport academy, where Charlie will be seen at his best.

Wheelmen who use the Whitely exerciser on retiring at night claim that the exercise counteracts any ill effects from excessive riding during the day besides being the greatest of sleep inducers. The New York office at 41 Union Square reports an enormous sale among wheel men and women this year. As a muscle developer the Whitely exerciser stands unrivaled.

George G. Scott, representing Maltby & Robley, 1 Park Place, this city, is away on a trip through the southern states in the interests of his firm. At the home office business proceeds as usual, the demand for Falcons, Keatings, and Robley Specials far exceeding the supply.

There will be fully three dozen Lyndhurst riders in the Irvington-Milburn road race this year.

GEORGIA TRADE.

ROME, GA., May 12.—While on no perceptible "boom," the volume of business done in Georgia will easily prove larger than was done last season, for the very easily explained reason that the bicycle business in Georgia in '94 was not what it should have been; or, as one of the dealers expressed it to me, "It was rotten!"

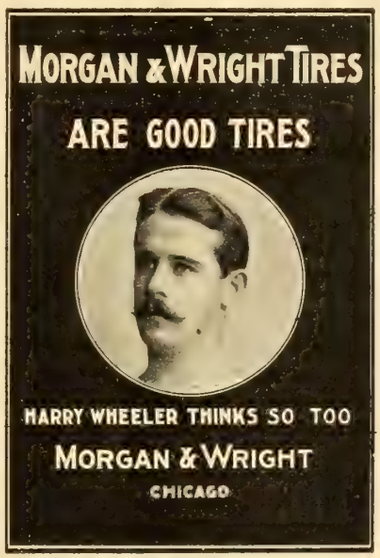
A number of the principal cities in Georgia are already showing a first-class retail trade, and Atlanta reports a very good jobbing trade; in fact Atlanta is the only city in the state that has any just claims to doing a jobbing business. To put the state of affairs mildly, buyers are conservative, and while not fearful of a repetition of last season, they learned a lesson then that many of them are very wisely paying heed to. Small orders are the rule, and as the majority of the dealers are beginning to adopt the plan of representing a smaller line of goods, it is not every salesman who happens along who gets an order. This is a source of a great deal of

Kicking Among Cycle Salesmen Through this Section,

but it is believed that the season will be such a good one that it will tend to restore confidence and place the trade on a better footing than ever before, which will naturally make it far better for the salesman next season.

Many factories committed the error of sending their men into Georgia too early in the season. It would be far better for them to strike this territory a little later than the majority of them do. Here, at the middle of April, I have found many dealers who have not decided on their line for the season. They have all been called on, of course, but they prefer not to be hasty in the selection of their lines, and are holding off until they have had a chance to see what there is on the market.

Atlanta is the head of cycledom of the state. I found this city to be blessed with a set of shrewd, wide-awake dealers, and if there is not a lot of hot competition there when the retail trade opens briskly, then I shall be very much mistaken in the caliber of the men who sell wheels in Atlanta.



The leading cycle house of the city, and in fact of the entire state, is the W. D. Gash Co., which has recently opened its handsome store in the Equitable Building. It undoubtedly has the handsomest cycle store in the entire south, and there are few in even the effete east to rival it. The man at the wheel here is W. D. Gash, a genial young gentleman of long practical experience and thoroughly posted in all matters pertaining to the successful carrying on of a large bicycle business, and with such a pilot I surely can not go far wrong when

I Predict a Very Successful Season

for this young firm. The line that it represents embraces the Stearns, which it jobs throughout the states of Georgia, Alabama, North and South Carolina. and Virginia, controlling this territory exclusively; its representatives are now on the road in the above named territory placing these wheels in the hands of agents everywhere. Besides the Stearns it also handles in a local way the Crescent and Acme lines, and the Wolff-American. In addition to the bicycle line it represents the Smith-Premier typewriter, and supplements this with a complete line of safes, files, office fixtures, etc. Among its several traveling men I find George Fitzsimmons, the well-known southern racing man, who will ride a Yellow Fellow this season. In speaking with Mr. Gash in regard to local retail business, he stated that while he had been seriously delayed in getting his store in shape and in the arrival of stock, he had sold all the goods he could get as fast as they arrived, and expressed himself as being very well pleased with the amount of business done up to date.

The Lowry Hardware Co. is one of the pioneers of the Atlanta cycle trade. The management of this firm is in the hands of Mr. Lowry himself, who, by reason of his long experience in the business, is eminently fitted for it. It handles the Columbia and Rambler lines, and is also marketing a special line of its own which it calls the Piedmont. It has only two models in this wheel, a 28-inch high-frame diamond and a very up-to-date looking ladies' wheel, also 28-inch. The list on these wheels is $50, and when asked as to what success he was having with them, Mr. Lowry said,

"Can't Get 'em Fast Enough."

He reported the retail trade as showing up very nicely, and says that from his experience with the Piedmont out of town, he looks for a good trade all over the state.

The Indiana Bicycle Co.'s store has the appearance of being prosperous. This is in the hands of Mr. Rolle—well known to Chicago trade, but now firmly and forever wedded to Atlanta—who has but two subjects to talk upon, i. e., the many merits of Waverley wheels and "the glorious climate of Atlanta."

The old Chalfant-Pigott Cycle Co. now goes by the name of the Pigott Cycle Co., Mr. Chalfant having severed his connection with the concern, and is now representing the Sterling Cycle Works in Georgia, Alabama, and Tennessee. The Pigott Cycle Co. is presided over by Mr. Pigott in person, with a full line of Victors and Sterlings, and as his store usually has quite a lively appearance, he is probably doing his share of the business.

George M. Folger, of the Densmore typewriter, represents the Union line of wheels in Atlanta, and carries a line of samples in his store in the Kimball Hotel Building, but owing to his bad health this season and the demands made by his typewriter business upon his time, he has done very little in the way of pushing wheels, and has naturally found business poor.

A resume of the cycle trade of the city of Atlanta would be anything but complete without a mention of W. D. Alexander, in the Y. M. C. A. Building. He can hardly be said to be in the bicycle business, as he started in to repair wheels, but nevertheless

He Does a Large Business

in buying, selling, and renting second-hand wheels. Mr. Alexander was in charge of the bicycle department of the first store that ever made a specialty of the bicycle business in the city, and has watched the business grow up there from its infancy. He does the greater portion of the repairing in the city, and has a very well-equipped shop and a force of good workmen. Every one who ever rode a wheel in Atlanta knows "Alex," as they call him, and there is no more popular man connected with the business than he.

J. L. Townsley, the southern representative of the Imperial, has his headquarters in Atlanta, and now calls it his home. If he is not doing a good business, he shows no outward appearance to the contrary, as he retains his well-fed appearance and seems to be losing no flesh in his relentless pursuit of orders.

In days gone by Savannah was a cycling center, and in the days when Zimmerman, Wheeler, and other flyers trained there it was truly a cyclist's paradise, and so it may still be, and perhaps is, in a certain sense, but the pilgrim, the cycle salesman, on the hunt for orders, will do well to give the town a wide berth. There was absolutely no business done there in 1894, that is as compared with what ought to have been done, and the dealers are very sore. At the time I was in Savannah I had plenty of company in the persons of two competitors, and we would meet at the hotel at meal time and swap notes. During the entire time that we were in the city we were unable to discover but one '95 pattern wheel, nor could we induce any of the dealers to order one. Naturally, we were sore.

Asphalt streets abound there, and the riding around the city is fine, but for some hidden reason the city seemed to have gone stale, from our point of view, at least.

Few Dealers Have Nerve.

The only dealers who had shown the nerve to order new sample wheels were Fred J. Myers and B. F. Ulmer, and even the latter gentleman said he wished he hadn't. Mr. Myers represents the Rambler and Victor and had a new Rambler in stock. He runs a good repair shop, and does the majority of repairing for the city. From all indications he will do what business there is done there this season, and he deserves it. Mr. Ulmer is engaged in the typewriter business, but had ordered a Stearns.

Oppenheimer, Sloate & Co., who are agents for Spalding's line of sporting goods, perforce have the agency for the Spalding wheel, but state that they do not expect to be able to do anything with it; in fact, do not intend to push the wheel business at all.

Lindsey & Morgan still retain the agency for the Crescent and Columbia lines, and had three or four of the old patterns in their window, but state that they have not ordered any of the new models, and do not intend to until the old ones they have now on hand are sold. So, boys, if you want to see any new wheels there, you will have to make up a purse and relieve Messrs. L. & M. of the old wheels you were so unkind as not to buy last season.

"ORO."

WASHINGTON GOSSIP.

WASHINGTON, D. C., May 11.—The condition of trade is certainly good when the dealers have more orders than they can fill, and are telegraphing and telephoning and fairly crying aloud to the manufacturers to send them more wheels. Business is all right.

There has been some talk of forming a bicycle club at the Young Men's Christian Association; with so many riders there ought to be an organization, and the results would certainly warrant the slight expense that would be necessary. There is plenty of room for social meetings, good bathing facilities after a run, central location, everything in favor of it, and yet very few men have left their names at the office of the association as requested.

Now that Miss Frances Willard, of the Women's Christian Temperance Union, has named her bicycle Gladys, every one will soon be found trying to outdo their neighbor in the important matter of christening their wheel.

The Capitol Bicycle Club and the Georgetown Bicycle Club are going to Frederick, Md., Sunday for a century run. Last Sunday the Capitol Club went to Ashton, Md., and took dinner, coming home by the way of Laurel and Hyattsville. Twenty and sometimes thirty members turn out at the runs this year, whereas last year there were only four or five.

It is no longer a secret that Mr. Thurber has purchased a pair of bloomers and is learning to ride a bicycle.

ENGLISH TRADE NOTES.

LONDON, May 4.—The question of the hour here now is the tandem safety and how it should be constructed to prevent the risk of serious accidents, such as those which have recently taken place. *The Wheeler* this week has an excellent leader upon the matter, and points out clearly that the trade is very foolish to run the risk of losing orders for this type of cycle just for the want of a little ordinary care in manufacture. Mr. Philpot, now of the Coventry Machinists' Co., has written a circular letter to the press upon the matter, and his views certainly seem to have changed very considerably since he left the Rudge company. Last season I was very nearly killed by a tandem head breaking, and when complaint was made to the old firm, Mr. Philpot seemed to treat the matter as a joke, and replied that their men could not get inside the tubing. Well, times have changed.

The new society cycling club, known as the Trafalgar, seems to me to be an ordinary commercial undertaking. Humber & Co. have secured the special right to sell machines to the members, and Humbers are to be recommended by the officials. I have nothing, whatever, to say about this, but if the club is really

To Consist of Pure Amateurs Only,

it seems very strange that already it should be mixed up with such a trade scheme. Humbers are good, as we all know, but if the club be not a commercial affair the granting of the monopoly named is a trifle hard on the rest of the trade. There is already a great run upon ladies' safeties this season, and I hear that one firm of Liverpool agents alone sold no less than thirty-two machines of this class in two days during Easter week. This is indeed a sign of the times. The lady record-breaker is, however, happily departing from us, and we have not been troubled by her presence so far this year. The most daring exponent of her class has just opened a riding-school, and now teaches cycling, so that she is a professional.

I am told that the Palmer Tire Co. is doing an immense business with its new detachable tire, and that it is so far giving every satisfaction. It is certainly considerably easier to take off and put on than any other pattern I have yet come across, and if it does not prove extra liable to puncture it will be a good thing, for it is not pleasant to have to struggle for half an hour to take off a tire which a child is said to be able to detach in 2 minutes.

The Craze for Light Mounts

is again bearing fruit and the coroners are getting busy once more. How is it that a man will risk his life for the sake of riding a machine a few ounces lighter than it should be for his weight. Where large firms turn out specially light machines for sale to anybody and everybody I think that some measures should be taken to bring them to book, but unfortunately it is the custom of many men to have specially light machines, made by small makers, to their own designs. It is then obviously their own fault when a mishap occurs and they must take the risk. As a matter of fact a very light machine does not go so well over average roads as a cycle of moderate weight, which will not tend to spring out of line whenever extra power is put into it.

We seem to be going back once more in the matter of bearings, for it is now said that small balls and tiny ball-races are better than those of moderate size. This may be right when theorized upon by gentlemen who are given to testing the ease with which a cycle runs by the time the wheels will spin when held off the ground, but in practice it will be found that large bearings run better when the weight of the rider is upon them. I have had some very practical experience of this lately.

The new ladies' safeties and open fronted tandems, fitted with C. W. Brown's self-locking frames, are now upon the market, and Humber & Co. are turning them out at their Coventry works. Of course it is rather late in the season to introduce new patterns, but nevertheless a good many will be made this year and the types will be boomed next season.

WILL O' THE WISP.

WHY ROUSE, HAZARD & CO. ARE HOT.

Rouse, Hazard & Co. are hot and have reason to be. In the first place they had a fire in their factory in Peoria which was hot in itself. In the second place rival concerns have supplied their travelers with newspapers in which exaggerated accounts of the fire were given, which accounts made it appear that the factory was rendered incapable of being used, which was not the case. It is running all right and turning out thirty to forty wheels a day. The statement of this fact in THE BEARINGS further complicated matters as it gave the impression that this was the total number of wheels that the firm could furnish, while every one who really knows anything about R., H. & Co. knows that such a number of wheels would not begin to be enough to fill their orders. As a matter of fact the firm, in addition to its own factory, is having wheels built to its specifications in three other factories under contract, and is getting them regularly, and is in a position to take care of all its old agents, although the great demand for wheels has forced it to refuse orders from many new concerns.

WHEELMEN, REMEMBER.

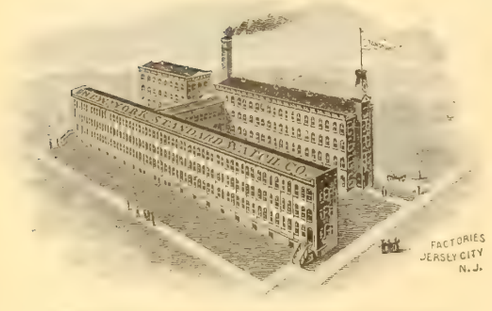
That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties. or up New York state to Utica, Syracuse, Rochester Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

The New York Herald says:

"A Cyclometer made by a leading Watch Company, like the New York Standard, carries sufficient guarantee of its accuracy."

Very true; but we go further than an implied guaranty, in our knowledge of the quality of materials and the character of workmanship put into the "Standard" Cyclometer. Here is the test of our faith in this perfect device:

"We guarantee that the 'Standard' Cyclometer will stand constant use throughout the life of its buyer. We will repair without charge any injured in a mishap to the bicycle."



WHERE "STANDARD" CYCLOMETERS ARE MADE.

This guaranty is backed by an abundantly responsible Watch Company of world-wide reputation.

The New York Standard Watch Co.,

11 John St., New York.

103 State St., Chicago.

Pacific Coast Agents:
POPE MANUFACTURING CO., 344 Post St., San Francisco.
OVERMAN WHEEL CO., Larkin & McAllister Sts., San Francisco.

REINFORCING TANDEMS.

"Before my last week's 'Filings' anent tandem steering-posts appeared,' says "An Old File" in the *Irish Cyclist*, "I had a visit from S. F. Edge, who recommended me to not be content to examine that part of my tandem, but have it strengthened right away. To do this, I suppose, he would recommend driving a tight-fitting tube up the post, reaching from the extreme bottom—flush with the under side of the fork-crown—up to as high as the handle-bar stem would allow? Yes, said Edge, he would, but that would not content him, and he described to me his method of reinforcing the steering-post, which seems so excellent that I will describe the method for the benefit of any reader of the *I. C.* who would fain take every precaution against fracture of this vital part of a tandem.

"First ascertain the exact point at which you will fix your handle-bar. (To thus reinforce a tandem, already made, will interfere with the handle-bar adjustment, so that one height must be decided upon and maintained.) Then cut a piece of tube, the same gauge as the handle-bar stem, and of a length to reach from the bottom of the handle-bar stem to the bottom of the steering-post, flush with the under side of the fork-crown. Braze this length of tube inside the steering-post. Then take another length of tube, as stout a gauge as you like, of a size to fit tightly inside the handle-bar stem, and of a length sufficient to fit right up to the handle-bar and down to the fork-crown as before; braze this tube inside the handle-bar stem, and it will slide inside the first tube above described. Your steering-post will thus consist of three tubes throughout, with a continuous tube inside, a continuous tube outside, and only the central tube cut midway. It will be possible to raise the handle, but not desirable, because the gaps so created will be sources of weakness, so that the height once decided upon should be maintained; and if it is often desired to vary the height, a second handle-bar, treated in the same way, but with a longer pair of stems, should be substituted."

BOARD OF TRADE BULLETIN.

A meeting of the Cycle Board of Trade was held yesterday at the offices of the association in the Vanderbilt Building. The meeting of the executive committee was called to order at 10 a. m. and the following members attended: A. G. Spalding, chairman; George Pope, R. Lindsay Coleman, Jos. McKee, William F. Wilson, and Ernest R. Franks. The leasing of offices and the contracts submitted for the national cycle shows, one in the east and one in the west, were approved. The committee reported that satisfactory progress was being made in the formation of local boards; that matter for the new hand book of the association was being rapidly compiled and a scheme for the prevention of bicycle stealing was under consideration. Plans for increasing the membership will be considered and provision made for the transmission of exhibits to the two shows. After a session of two hours the executive committee adjourned to report to a meeting of the board of directors.

The board of directors immediately convened. The following members attended: A. G. Spalding, George Pope, R. Lindsay Coleman, Wm. F. Wilson, E. C. Stearns, C. W. Dickerson, J. H. McKee, William A. Redding, A. Kennedy Child, Ernest R. Franks.

The minutes of the meeting of the board of February 27 were read, including the amendments to the by-laws, and approved. The reports of the executive committee and the treasurer were approved and ordered recorded. The report of the press committee was ordered printed and it will be supplied to members on application.

On favorable report by the membership committee the following associate members were elected: Browning Bros., Thos. H. B. Varney, Koster & Co., Speirs Mfg Co., W. W. Mooney & Sons, and Porter & Gilmour. The executive committee was instructed to prepare a set of rules and regulations for the government of the cycle shows and the same will be put in shape at once for the guidance of intending exhibitors. Frank W. Sanger and N. H. Van Sicklen were appointed Board of Trade managers for the eastern and western shows respectively. The executive committee will also prepare a form of guarantee to be suggested for use by makers and sellers and the committee will also ascertain whether manufacturers are in favor of uniformity in certain parts of bicycles. Steps will also be taken as to the formation of collection bureaus.

The report of the racing committee with form of contract governing expert riders, and the recognition of the contract by the L. A. W., was referred to the executive committee, who will hold a conference with a committee from the L. A. W. today. President Spalding made a verbal report of the informal meeting between the conference committees of the board and the L. A. W. held on Monday and it was the unanimous opinion of the board that a closer affiliation with the L. A. W. was desirable. After disposing of various routine business the meeting adjourned subject to the call of the chair.

NEW YORK, May 7.

A meeting between the League of American Wheelmen and the Cycle Board of Trade was held today at the offices of the board in the Vanderbilt Building. The L. A. W. was represented by A. C. Willison, Geo. A. Perkins, A. C. Morrison, Geo. D. Gideon, and I. B. Potter. The Board of Trade members who attended were A. G. Spalding, R. Lindsay Coleman, Wm. F. Wilson, Joe McKee, C. W. Dickerson, E. C. Stearns, and A. K. Child.

On nomination of Mr. Spalding A. C. Willison was appointed chairman, Ernest R. Franks secretary. A long discussion ensued on the matters which had been outlined at the meeting of Monday last between these associations, and it was the unanimous opinion that united action between the Board of Trade and the L. A. W. on matters affecting the general interests and advancement of cycling, agitation for good roads and convenient connecting paths, action relative to state and municipal legislation, bicycle transportation in railroad and street cars, contracts with expert riders, stolen bicycles, increasing the L. A. W. membership, and enforcement of the L. A. W. rules was desirable. It was found that the proper consideration of these matters was so important that definite action at today's meeting was impossible. Further action was by a unanimous vote provided for by the following resolution:

"*Resolved*, That the president of the L. A. W. and the president of the Board of Trade be, and are hereby appointed a committee to consider the many subjects which have been taken into the contemplation of the conference committees in their meetings of May 6 and 8, and in the spirit of friendly co-operation devise ways and means to secure effective benefits to both associations. That when this conference adjourns it does so subject to the calls of the respective presidents for action on their suggestions."

The conference thereupon adjourned subject to the calls of the two presidents, who have appointments between themselves for the development of these matters.

NEW YORK, May 8.

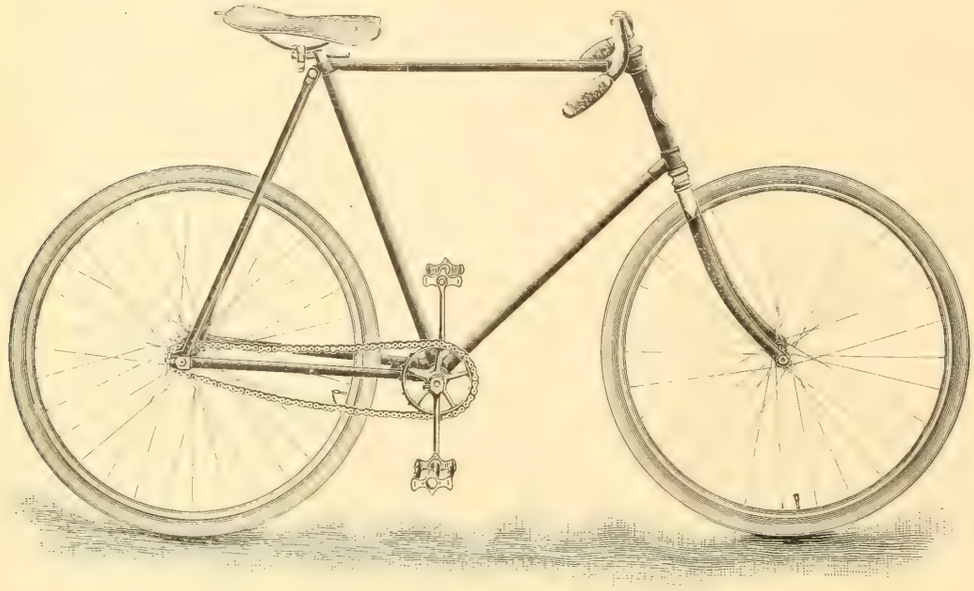
WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.



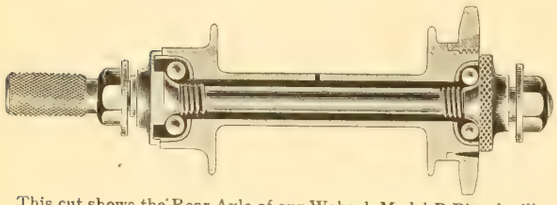
THE WABASH MODEL B 1895 BICYCLE, $75.00



A Popular Wheel at
A Popular Price.

...READ THIS...

This bicycle is made for us especially by a manufacturer who never made anything but a first-class bicycle. It is not, as the price may indicate, medium grade, but is high grade in material as well as weight. WE STAKE OUR REPUTATION ON THE TRUTH OF THIS STATEMENT.



This cut shows the Rear Axle of our Wabash Model B Bicycle, illustrating our method for procuring **Absolutely Dust-Proof Bearings.**

THORSEN & CASSADY COMPANY,

141-143 Wabash Ave., CHICAGO.

Special Discounts. **Immediate Deliveries.** **Send for Catalogue A.**

Mention The Bearings

THE BARNES

WE POINT TO JOINT OUR

PERFECTLY AND PERMANENTLY CORRECT

Has many hundred times been pronounced to be 365 days ahead of all others for graceful lines and smooth thoroughbred appearance.

It will be talked about in the same way during 1896 and will occupy the same relative position.

Watch for it, but don't ***wait*** until some one else gets the sale of it before you wake up.

Riding a ***BARNES,*** like fishing with a good bamboo rod, ***IS FUN.***

SEND FOR CATALOGUE.

A HIGH CLASS HUMMER

THE BARNES CYCLE CO.

SYRACUSE, N. Y.

THE WHITE RIMMED FLYER

Mention The Bearings

LENGTH OF CRANKS.

Last year the cranks on ladies' wheels were, as a rule, far too short. With the more general use of the rational costume the makers have fitted their wheels with longer cranks, frequently getting to an extreme as objectionable as the shortness of last season. Of course the longer the crank in reason, the more effective the result of the work, but with extremely long cranks the pedals follow such a large circle that the vertical motion of the knees becomes not only excessive but ungainly. This fault is aggravated when the rider wears skirts—another argument in favor of the rational costume. The use to which the wheel is to be put should be considered in the selection of a mount. If it is to be used on uniformly good and level roads, fairly short cranks will be best. If it is to be used on hilly roads, or where the going is heavy, long cranks are almost a necessity. The fair buyer must consider both comfort and appearance in deciding the question.

Dekker will Sell the Liberty.

Harry T. Dekker, the Bill Nye of the cycling world, has joined the force of the Liberty Cycle Co., of New York. Mr. Dekker will be heard from in the west selling Liberties and singing their praise.



H. T. DEKKER.

A Labor Saving Device.

The Keystone Cycle Supply Co., of Philadelphia, is catering for the trade of race-meet promoters with contestants' numbers. The muslin sign furnished by it is large and readable; a safety-pin is fastened at each corner, while the contestant's ticket is fastened to one of the pins. These numbers were used at the Madison Square Garden tournament last fall, and the system has been favorably commented upon by many large clubs, such as the Pennsylvania Bicycle Club and Associated Cycling Clubs, of Philadelphia; Albany Bicycle Club, the Good Roads tournament at Asbury Park, the Maryland Bicycle Club, and others. It is convenient, labor saving, and economical.

Wire-Bound Rims.

Wire-bound rims are the product of S. N. Brown & Co., of Dayton, Ohio. The thin steel is cut into strips perfectly true, and into each edge of this steel a spring wire is rolled its entire length. It is then concaved and formed into the desired circle, and ends brazed. This forms a truss of wire and steel, being both concave and circular. The wood rim is concaved to fit the metal, then coated with a preparation impervious to water, and expanded into the metal circle under pressure, bringing the ends of the wood together, and making it fit or support the wires on the sides. Then the truss of wire, steel, and wood is complete, and a plate with ferrule fastens the joint, making place for air tube, and the W. W. rim is ready for use.

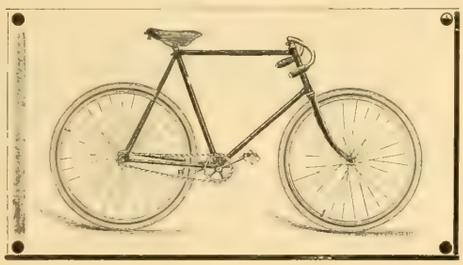
"Pop" Worden Abroad.

A heavy-weight American cyclist, G. M. Worden, called on us last Saturday. Some three or four years ago he was a crack racing man, and in 1891 lowered the American two-mile record to 4:50. Since he deserted the track he has put on flesh, and now scales over 217 pounds. He was in the employ of the Remington Arms Co., and designed their bicycles. He has been on a continental tour, and rides one of his own machines, scaling only 24 pounds, which weight includes a very heavy roadster saddle. The tires are single-tube Palmers on wood rims. We closely examined the machine and it seemed to have carried its huge rider without suffering any damage. The frame is exceedingly high, and to Irish eyes the details seem crude and archaic, though from a practical riding point of view it is undoubtedly a well-built mount—a fact which its safely carrying such a heavy rider proves. We submitted a typical English road racer for Mr. Worden's criticism and he pointed out several details which we look upon as up-to-date improvements as contrary to American ideas. It is quite evident that the *cognoscenti* of both countries have very different ideas as to the essentials of the perfect mount, and what would satisfy one would not satisfy the other. Mr. Worden left on Saturday evening for Pilltown to look up some Irish relatives from whom he had not heard for thirty-five years. He then intends visiting Killarney and crossing over to England from Queenstown. —*Irish Cyclist.*

Builds Nothing but Tandems.

A BEARINGS' representative, while wandering around on the West Side last week, came across the only exclusive tandem builder in the country. At 71 West Jackson Street is located D. W. Caswell, formerly with A. Featherstone & Co., who has organized the Sphinx Cycle Co., for the sole purpose of manufacturing tandems. Mr. Caswell has only been running two months and already he has orders for some forty of the double machines. He has turned out but one sample machine, but expects to be able to fill all orders in a month or six weeks.

The Marion Cycle Co. is building a new factory twice the size of the present plant. The building will be finished in thirty days. Mr. Halladay is now in the east after new machinery.



BE PATIENT . . .

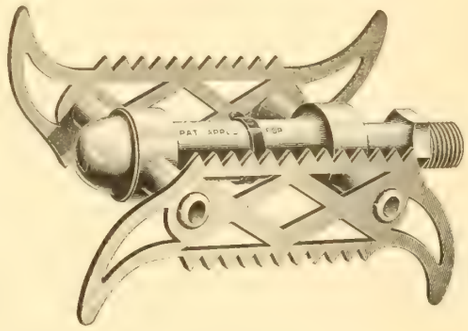
A GOOD THING IS WORTH WAITING FOR.

The best proof that a thing is good is the demand there is for it. The public at large are not to be deceived, and when the demand for an article is so great that with the best efforts of the makers it can not be supplied promptly, you can rest assured that it has true merit, and is worth waiting for. Be patient, and do not go and buy some cheap bicycle that you can get at once because you have to wait a little for a Tribune. It will pay you to wait. The Tribune is a good thing and all the best riders are getting it. It is the only wheel that has the Cycloidal sprockets. Ask your scientific friend if any other form of sprocket is correct.

Be patient, every order will be carefully filled in its turn. We can not give any one preference.

SEND FOR CATALOGUE. THE BLACK MFG. CO., ERIE, PA.

HIGHEST GRADE. HIGHEST PRICE.



"And the 'poor' pedal when pushed upon, in mechanical rottenness at once reveals the wily salesman's lies."

Not so with

THE RECORD PEDAL

Use demonstrates its perfection.

Record Pedal Mfg. Co.

243 Columbus Ave.,

ARTHUR SIDWELL, Mgr. BOSTON, MASS.

Mention The Bearings

ABBOT BASSETT,
Secretary League of American Wheelmen,
Vice-President.



W. S. DEMOREST, President.

While we are searching for a member's stolen wheel we will furnish, free of charge, another wheel conforming as near as possible to the one lost, said wheel to remain in his or her possession until the lost wheel is restored.

Mention The Bearings

TRADE NOTES.

The Aladdin Cycle Co., of Kansas City, Mo., has issued a pamphlet on "A Few Suggestions as to the Proper Care of a Bicycle," which will be found very useful by the novice.

A. A. Taylor has resigned the position of superintendent of agencies for the Eclipse Bicycle Co. and will leave Beaver Falls for Chicago in July. He has made no plans for the future.

"Zimmerman Abroad and Points on Training," by J. M. Erwin and A. A. Zimmerman, is now ready for distribution. On sale by newsdealers and at all cycling headquarters. Sent postpaid on receipt of 50 cents directed to J. M. Erwin, Room 906, 218 La Salle St., Chicago.* * *

M. E. Griswold, inventor of the famous mud-guards, has devised a new cyclometer which is something out of the ordinary. Instead of being on the front forks it is placed in the frame at the bottom of the seat mast. The little wheel catches on a projecting arm on the sprocket. Mr. Griswold claims that his cyclometer is dust and water proof.

The Indiana Bicycle Co. will provided a dining-room, reading-room, and wheel-room for its workmen. Ground on Liberty Street, Indianapolis, has been purchased and a suitable building erected. It is the intention of the company to devise some means of establishing a benefit fund for those who become disabled. A building and loan association will also be started.

C. J. Dale & Co., of 89 North Clark Street, Chicago, have something in the way of oils that is hard to beat. Their lantern oil gives a clear, bright light, is highly inflammable and non-explosive. Their lubricating oil will not gum, is not affected by extremes of temperature, and is free from grit. The prices on these oils are reasonable.

Owing to being so far behind in orders the Warman-Schub Cycle House has leased another large three-story building, 40x100 feet, not including the engine and boiler room, and a large building for a blacksmith and brazing shop. The building is well lighted and provided with a large Corliss engine of ample power. This factory will be run in addition to the present factory and the firm will be enabled to turn out 13,000 or 14,000 wheels this year, instead of the 8,000 it started out to make. The machinery is now being placed in this factory and will be in operation within ten days.

The Syracuse Quad.

The Syracuse quadruplet has just been given a test on the road. The machine weighs 73 pounds; the chains are arranged so as to relieve the slightest tension, and are run on separate sprocket wheels directly between the double joints in the lower frame. On each side of the rear wheels are slight sprocket wheels and chains run the entire length of the quadruplet, some on each side and others in the center.

Are You in Line, Race-Meet Promoters?

Remember, the Bearings Publishing Co. is furnishing tournament tickets free of charge. Write us for particulars.

TOURS IN THE ROCKY MOUNTAINS.

The "Scenic Line of the World," the Denver & Rio Grande Railroad, offers to tourists in Colorado, Utah, and New Mexico the choicest resorts, and to the transcontinental traveler the grandest scenery. Double daily train service with through Pullman sleepers and tourists' cars between Denver and San Francisco and Los Angeles. * * *

A VALUABLE COMPENDIUM.

"The Cyclist's Handbook," issued by the America Wheelman Publishing Co., 23 Park Row, New York, is one of the most valuable compendiums of racing ever published. Just at this time, when racing has just begun and the riders are training, this handbook will prove invaluable. It gives sketches of all the racing men with their modes of t aining, as well as their records. It also gives information on how to run race meets, with full instructions to all the officials. The price is only 10 cents prepaid, and it should be in the hands of every racing man and lover of the sport. Stamps or silver accepted. * * *

"THREE IN ONE" COMPOUND FOR BICYCLES.

REGISTERED. 3 TRADE MARK.

1.—**Cleans** a bicycle—chain, frame, wheels, and nickeled parts—in 10 minutes.
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3.—**Lubricates Chain** and **Bearings**. It will not gum, collect dust, nor soil the clothing.

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W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

TRADE HAPPENINGS.

KANSAS CITY, MO.—Central Cycle Co. has been incorporated by George B. Wing, O. C. Hutchinson, and L. L. Hutchinson. Capital stock, $250,000.

HAGERSTOWN, MD.—The Crawford Mfg. Co.'s works are to be enlarged.

LOS ANGELES, CAL.—B. Peck, Jr., has retired from Lu-mi-num Bicycle Co.

BINGHAMTON, N. Y.—J. W. Ash Bicycle Co., not incorporated, reported judgment against A. Oliver Jones for $138.

NEW YORK, N. Y.—Page, Dennis & Co., 325 Broadway, have been appointed general eastern agents of the Eclipse.

GRAND RAPIDS, MICH.—Don J. Leathers, George N. Davis, and others are reported organizing a bicycle manufacturing company, with a capital stock of $30,000, to manufacture a newly patented bicycle, having a hub so arranged that the tension of the spokes can be regulated by turning a sleeve in it.

SALT LAKE CITY, UTAH.—The Salt Lake Cycle Co., bicycles, has been incorporated.

BOWLING GREEN, KY.—James Smith & Co., bicycles, commenced business, handling the Syracuse, Fenton, Gendron, and Crawford.

GREENFIELD, MASS.—Charles F. A. Eddy and William L. Severance have formed a partnership under the name of the Eddy Mfg. Co., and will manufacture and deal in bicycles, opening business at the corner of Wells and Devon streets. They will do nickeling, enameling, and all kinds of repairing.

SETAUKET, L. I.—The North American Rubber Co. has commenced the manufacture of inner tube rubber tires for bicycles, having a daily capacity of 450 sets. They have a New York office at 81 Reade Street, with E. Elberson as resident manager

BOWLING GREEN, KY.—L. Greer & Son, bicycles, have been appointed agents for the Halladay-Temple bicycles.

NEW YORK, N. Y.—G. E. Augustein, of Marietta, Ohio, has opened a new bicycle store at 301 Broadway.

JONESBORO, IND.—The Marion Cycle Works has commenced the erection of an annex which will be equipped with the most improved machinery. The capacity of the plant will be doubled, and the working force increased to about 150 operatives.

BOONVILLE, N. Y.—Sam C. Smith, sewing machines, will add bicycles, and invites correspondence with the manufacturers of wheels and sundries, looking to accepting agency.

BOWLING GREEN, KY.—F. G. McCormac, bicycles, has been appointed agent for the Columbia and Hartford.

ANITA, IA.—King Hardware Co., hardware, bicycles, etc., succeeded by Doty & Thayer.

HAMILTON, MO.—Frank Parish, bicycles, hardware, implements, opened a new store.

WASHINGTON, D. C.—W. B. Moses & Co., furniture, carpets, and upholstery, adding a bicycle department, handling the Imperial. They will inaugurate a riding school in one of the upper floors of their large building, corner of F and 11th streets.

WASHINGTON, D. C.—L. C. Wahl, bicycles, 811 G Street, N. W., succeeded by C. C. McCormick, who was from '89 to '92 with George S. Atwater & Co., agents for the Columbia.

SHELL CITY, IA.—H. E. Toedt, hardware, succeeded by Toedt & Harris, who will add bicycles. Propositions from manufacturers of wheels and sundries invited.

HOLLY SPRINGS, MISS.—Wall & Jones, hardware, bicycles, etc., new store opened.

WORCESTER, ARK.—J. L. Pearson & Co , hardware, bicycles, etc., succeeded by J. H. Robinson.

MIDDLETOWN, CAL.—Davis Bros., implements, bicycles, etc., succeeded by Davis & Price.

HICKSVILLE, N. Y.—Seaman Bros., wheel goods, bicycles, etc., commenced business.

PHOENIX, ARIZ.—Henry E. Kemp Co., hardware, bicycles, etc.; Henry E. Kemp reported as having placed real estate mortgage on record for $3,500.

PLYMOUTH, WIS.—William Trowbridge and D. A. Gaffron formed copartnership to commence hardware and bicycle business.

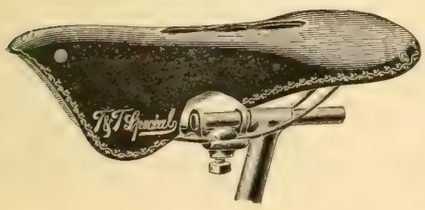
OROVILLE, CAL.—Sadowski & Teuhey, hardware, preparing to add a bicycle and other department.

GREENLEAF, KAN.—W. S. Fleur, hardware, bicycles, etc., succeeded by W. S. Fleur & Co.

CORINTH, MISS.—J. F. Small, hardware, succeeded by Small & Elgin, and bicycles will be handled. Propositions from manufacturers of wheels and sundries solicited.

A NEW SADDLE.

The Chicago Tip & Tire Co. is handling a new saddle, the T & T Special, which has proven to be a ready seller. One of the features of the saddle is the clamping device, which is so made that it can be placed over or under the saddle-post as one wills. The saddle itself is a very comfortable one and should be one of the leaders.



O. S. Potter, of San Francisco, coast agent for the Halladay-Temple Scorcher, recently held a reception at which every lady attending was treated to a dish of ice-cream.

$100--DER BISMARCK--$100
READY FOR DELIVERY JUNE 1. DISCOUNTS TO AGENTS ONLY.
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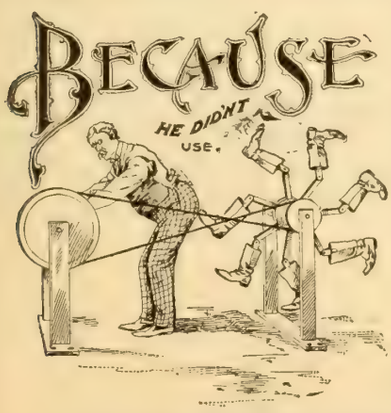
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WHEN THAT CAN SELL WHEELS
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RIDERS, ask your dealer for a can and accept none but the ORIGINAL GLIDDEN BRAND.

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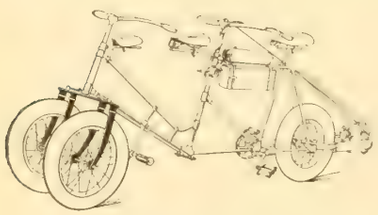
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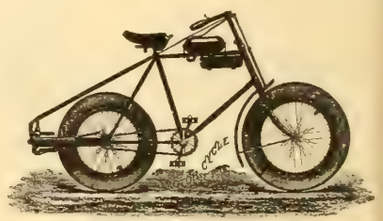
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Speed from six to sixty miles an hour--easily operated.



We sell these engines to the manufacturing trade only. Do not write us for wheels complete. A dozen or more leading bicycle manufacturers will be in shape to supply you with complete machines in the near future. Ask your dealer to arrange for agency. If he declines, write us and we will refer your letters to the manufacturer who can soonest supply you.

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THE BEARINGS



THE CYCLING AUTHORITY OF AMERICA

Vol. XI

No. 17

CHICAGO, MAY 24, 1895.

JOHNSON IS A PRO.

Chairman Gideon's Ax Falls and Johnny is Expelled—Eck Suspended for a Year.

PHILADELPHIA, PA., May 20.—John S. Johnson is expelled from the League of American Wheelmen and the amateur races under its control for all time. Thomas W. Eck, his trainer, is suspended from the race tracks and L. A. W. for one year. This is the ultimatum of the L. A. W. Racing Board in this famous case, and the announcement will no doubt create much surprise among wheelmen throughout the country.

George Gideon, chairman of the Racing Board, was seen tonight by THE BEARINGS' representative, and at first seemed disposed to have nothing to say. Later on, however, he became interested in the writer's questioning and gave him the facts of the case, which are not supposed to be published before next Friday, and then only in the *L. A. W. Bulletin*.

"Well, if you will promise not to publish anything before Friday I will tell you all about it," said Mr. Gideon, and then he proceeded to tell his story.

"Johnson Has Been Expelled from the League

and Eck has received a suspension of one year," he began, "and although it is a little hard on both men I think the facts of the case warrant such an action. Johnson is expelled for violating the rule referring to the bartering or selling of prizes. We have direct evidence that he sold a wheel, which he won, to a certain dealer, and could also bring up other instances of the kind if we wanted to. Contrary to the general impression the Swede's non-appearance at Wilkesbarre and Baltimore has nothing to do with the case. This was simply a bluff on my part and was never more than a secondary consideration."

"Didn't Johnson reply to the charges against him in a plausible manner while here last week?" was asked.

"Yes, in some cases; but as I said before they were minor charges. The main charge and the one for which he is suspended was kept very quiet. When I asked him about this latter matter he didn't seem able to give a very good reply. After his visit here I immediately sent the evidence to the other members of the board, and tonight I find all the votes in, with the board

"Unanimously in Favor of Johnson's Expulsion.

"As to Eck, he is suspended for one year for demanding and extorting money from race-meet promoters. Of course we may find other cases against him, but we deemed this one sufficient. As it is, I think Eck gets off very lightly."

With this the grand mogul of the Racing Board said good-by, and started for his train.

Chairman Gideon's bulletin this week is interesting. It says:

Under Clause C, Class B Rules, Jno. S. Johnson, of Minneapolis, Minn., is hereby declared a professional.

Godfrey Schmidt, Los Angeles, Cal., is transferred to Class B; Thomas Hayelden and Joseph M honey, of Oakland, Cal., have been suspended for thirty days, from April 26, for competing at unsanctioned races, and P. G. Liest, C. H. Leopold, W. H. Connery, and A. Mordicai, Savannah, Ga., for thirty days, from May 13.

Fred Taylor, Dallas, Tex., suspended pending investigation into his amateur status.

C. H. Lush, Amityville, L. I., N. Y., is suspended from all track racing pending investigation into his amateur standing.

July 29 has been assigned to the Big Four C. C., of Mansfield, Ohio, as a national circuit date. They assume all risk of rain.

As the income derived from sanction fees is so far insufficient to provide for one official referee to follow the national circuit, it has been decided by the board that an official referee may be appointed for each circuit meet.

Under Rule 35, Racing Rules, Thos. W. Eck, trainer, has, by unanimous vote of the Racing Board, been suspended from all track privileges for one year, from May 17, 1895.

Transfers to Class B, under Clause G, Class A rules: Paul Grosch, New York, N. Y.; Fred. C. List, Fred. H. Fellows, Fred. W. Fisher, and Fred. J. Barry, all of Syracuse, N. Y.; C. M. Evans, George Weiler, A. W. Caine, Jr., H. J. Rippetoe, instructor, E. Schefski, Frank Thatcher, H. B. Conibear, Morley Hazzard, Arthur Liday, and Thorwald S. Jensen, all of Salt Lake City, Utah; L. V. Raymond, B. L. Lucas, H. B. Hewitt, M. J. Lee, Charles Frazier, Jno. F. Staver, and Carey L. Howe, all of Portland, Ore.; Charles Sears, Albany, Ore.; W. D. Wallace and Jesse Robinson, both of Portland, Ore.; L. D. Remington and O. H. Marshberger, both of Woodburn, Ore.

Houben Defeats Banker.

George Banker's scalp now hangs gracefully to the belt of Houben, "the man who beat Zimmy." The two came together at the Velodrome de la Seine, Paris, last Sunday, and the Belgian beat the American out a short length.

GARDINER WINS EVERYTHING.

MEMPHIS, TENN., May 17.—The southern circuit, from a Class B standpoint, is not much of a success. There are but four B's competing—Arthur Gardiner, Gus Steele, F. G. Barnett, and E. E. Anderson. Gardiner is easily the best one of the lot, although Steele pushed him hard in the mile invitation. The toy racing man has been training but two weeks for track racing, but gave Gardiner a hard run, the M. & W. man winning by a scant six inches. Gardiner won all of the B races, Steele running second twice and third once. Phillips, the much talked of Class A man, made a poor showing, being beaten in every race in which he started.

Summaries.

One-mile novice, Class A.—J. B. Morton, first. Time, 2:52⅗.

One-mile invitation, Class B.—Arthur Gardiner, first; Gus Steele, second; Frank G. Barnett, third. Time, 2:26⅕.

One-mile handicap, Class A.—J. B. Morton, 125 yards, first; W. M. Bunting, 125 yards, second; W. H. Whitehead, 130 yards, third. Time 2:10.

Half-mile open, Class A.—G. S. Oliver, first; G. A. Phillips, second; G. M. Hooper, third. Time, 1:10⅖.

Half-mile open, Class B.—Arthur Gardiner, first; F. G. Barnett, second: Gus Steele, third. Time, 1:09⅗.

One-mile open, Class B.—Arthur Gardiner, first; Gus Steele, sccond; Frank Barnett, third. Time, 2:20⅕.

One-mile open, Class A.—George M. Quinn, first; A. G. Phillips, second; William Bunting, third. Time, 2:26⅕.

HAD IT ALL HIS OWN WAY.

NASHVILLE, TENN., May 15.—One thousand people attended the races here today. The weather was fine, the races hotly contested, and the time excellent. Gardiner had everything his own way, and played with the other B's.

Summaries.

One-mile novice.—H. L. Gordon, first; Lou Bates, second; J. T. Holt, third. Time, 2:36.

Half-mile open, Class A.—J. M. Hooper, first; C. S. Woodward, second; O. S. Kimble, third. Time, 1:14.

One-mile open, Class B.—A. Gardiner, first; F. G. Barnett, second; Gus Steele, third. Time, 2:23½.

Half-mile handicap, Class A.—E. A. Phillips, first; A. F. Woodward, second; C. S. Woodward, third. Time, 1:07.

One-mile handicap, Class B.—A. Gardiner, first; F. G. Barnett, second; E. E. Anderson, third. Time, 2:47.

One-mile handicap, Class A.—G. E. Quinn, first; G: A. Phillips, second; G. M. Hooper, third. Time, 2:25.

Two-mile handicap, Class B.—A. Gardiner, first; F. G. Barnett, second; E. E. Anderson, third. Time, 5:47.

Two-mile handicap, Class A.—C. S. Woodward, first; O. S. Kimble, second; G. E. Quinn, third. Time, 5:04.

ADAMS THE SOUTHERN CHAMPION.

CHARLOTTE, N. C., May 21.—George N. Adams, of Jacksonville, Fla., on a Stearns, won the championship of the south yesterday in 2:37. This race was sanctioned by Gideon, which makes Adams the southern champion. Sims, paced by Ganse and Webber, all Class B, made a half in 1:02.

Martin Road Race Officials.

The list of officials for the Martin road race is as follows: Referee, D. H. Lewis; judges, C. H. Funnell, N. E. Turgeon, E. J. Rose, A. D. Fisher; watch holders, J. H. Isham, J. T. Gibson, W. G. Schack, E. C. Potter W. A. Lutz; starter, W. G. Mason; chief marshal, M. H. Brunner.

Tom Cooper, a member of the Rambler team last season, has signed and will start on the circuit with the Monarch team within a few days. Cooper is from Detroit and is a man who will bear watching all the time. He is especially good in the handicap races, and is a well-formed and capable rider who will make a mark this season.

The Brantford (Ont.) Recreation Association is offering a $125 unset diamond to the racing man who breaks the Canadian mile record, paced or unpaced, at its meet, May 24.

O'Neil & Eckhart request us to announce that they are not making a book on the Chicago road race, and that they have no connection with the book that is being made.

SANGER READY TO FLOP.

The "Big 'Un" Willing to go into the Professional Ranks if Johnson Does—Wisconsin State News.

MILWAUKEE, WIS., May 21.—It will not be at all surprising if Walter C. Sanger turns professional before the season is over. Recently THE BEARINGS' correspondent wrote Sanger asking him as to his condition, so many contradictory reports having been put in circulation here. The following is the letter that Sanger has sent under a date of May 15 from Louisville:

Yours of the 10th to hand and in reply will state that I am in fairly good condition and considering circumstances in a very good condition. I was not quite as ill as reports make out, and am coming along slowly. Am up to my old weight and have been for some time. Johnson's being turned professional may have quite an effect on my match with him, but I may get some one else, unless, as things are likely to turn out, we follow him into the professional ranks and give Johnny a chance to race. Rainy weather has prevented us from doing any work for a week. Will probably race here on the 24th and 25th.

From the tone of the letter it will be seen that Sanger is very

Anxious to Get into the Professional Ranks,

and his friends here say that if Mr. Spalding will let him, he will flop over at a minute's notice. Of one thing they are certain—that he will not race for anything but cash next year.

County Clerk Zentner has been gathering statistics on road taxes paid in Milwaukee County during the past five years for the information of a couple of students in the engineering course of the State University, who are preparing a graduating thesis on roads and improvements. The figures received from the several town clerks show that during the five years from 1890 to 1894 inclusive there was assessed and collected in the county for road purposes the sum of $275,213.39. This aggregate was divided among the towns as follows: Wauwatoso, $82,047.39; Greenfield, $37,501.45; Lake, $41,639.33; Granville, $29,183.51; Franklin, $18,235.84; Milwaukee, $44,181.07; Oak Creek, $22,424.86. During the past five years

There Have Been but Few Roads Built

and nearly all the money was spent for making improvements. Yet the roads are now as bad as they ever were. Had the money been judiciously expended and invested in a system of good roads, the burden on the taxpayer, who is ever howling, would have been lighter. Considerable asphalt paving will be done here this summer.

A. Cressy Morrison, chief consul of the Wisconsin Division, has developed into an author. He recently wrote a short story entitled, "The Man Who Resembles Christ," and has sold it to Frank Leslie's *Popular Monthly* in which magazine it will appear in the December number. The price paid for the story is $336, the second largest price for a short story ever paid by that magazine. Eugene Field, the well-known Chicago writer, now has the distinction of having been paid more than any other writer for a short story, but Morrison follows him with a close margin.

Wisconsin is now the Largest Division in the West,

it having outgrown Illinois, Michigan, Minnesota, and other states in point of membership. There are now about 800 members in the League in this state. Others are rapidly coming in and before the month is over the number will have climbed up to the 1,000 mark.

The road racing season in this city has been formally opened, the messengers employed by the Western Union Telegraph Co. having run their first race over the Whitefish Bay road. The distance was about three miles. Bruno Perenthaener, who had a handicap of 1 minute, won the race while Otto Yurga captured first time. It has been decided to make the affair an annual event. The riders finished in the following order:

PO.	NAME.	HDCP.	TIME.
1	B. Perenthaener	1 min	11:00
2	Otto Yurga	Scratch	10:55
3	Frank Brown	Scratch	11:00
4	C harles George	Scratch	11:05
5	J. Heffron	Scratch	11:07
6	M. Schuh	Scratch	11:08
7	F. Holke	Scratch	11:42
8	R. Yurga	Scratch	11:43
9	P. Owens	Scratch	11:50
10	L. Geisenheimer	Scratch	13:15

A southwestern Wisconsin triangular circuit, consisting of Madison, Monroe, and Beloit, has been formed, and races will be held at each place during the coming summer. It is proposed to give two meets in each city, and the wheelmen of the circuit propose to bring the riders of the several towns in closer touch with each other and also to promote cycling in gen eral The first races will be held at Madison on June 6, when the Modern Woodsmen will hold their annual picnic there. The railroads in the state have agreed to grant half rates and a large crowd is looked for. Martin C. Rotier will act as referee in the races. Besides the regular tourneys which will be held in the cities on the circuit it is proposed to award a medal to the champion rider on the circuit, that is the one who wins the most races, and also one to the city furnishing the best team. It is proposed to credit the rider winning first place in the championship circuit races with three points, and the one having the most points when the races are over will be awarded a diamond medal. The second and third places in races will count for two and one respectively. In the team race championship each city will furnish three men.



THE MORGAN & WRIGHT TEAM.

The Fall River Road Race at Columbus

last Thursday resulted in Arthur Stevens winning the race and Edward Blumenthal winning first time. The course was about ten miles. The riders finished as follows: Arthur Stevens, 37:55, handicap 4:00; Edward Blumenthal, 35:55, handicap 1:00; M. B. Nute, 36:10, scratch; F. J. Campbell, 39:24, scratch.

When Waukesha is flooded with visitors from all parts of the country, as it is every July because of its fine summer resorts, the wheelmen of the town will hold a two-day tourney there. The date has not been decided upon, but it will be held in conjunction with the state circuit races.

On account of cold weather and the poor condition of the roads, the road race of the Wausau Club has been postponed until May 30.

The third annual road race of the Waterloo Club will be run on June 4.

FAST WORK AT LOUISVILLE.

Dirnberger and the Spalding Team Show up well in Practice—Louisville after Springfield's Dates.

LOUISVILLE, KY., May 19.—There was great riding all along the line at the Fountain Ferry track last Saturday afternoon and the reports of good time made came fast and furious. The day was good except for a slight wind in the faces of the riders along the homestretch. One of the most meritorious rides of the day was a last quarter finish by Mike Dirnberger, which proved that that rider is getting back into form. Mike and Terrill were riding together and Trainer Lyman called, "Last lap." "Faster," called Mike and the big Californian obeyed the word to the dot. The last third mile was ridden in :38. On the turn Dirnberger hit the rear wheel of Terrill and was thrown wide. Nevertheless he made the quarter in the good time of :27⅜ and Terrill only gave up a hot fight when the tape was near, finishing in :28⅛. The last mile of a five-mile ride had been done in 2:15.

The Spalding Team was Out for Practice a Little Earlier.

Sanger, Titus, and Cabanne made the seven miles for which they were sent by Trainer Shafer, in the excellent time of 17:05⅛. They paced and paced about. The first mile, paced by W. C. Roome, the New York Class A man, was done in 2:37; the second, paced by Hand, also a Class A man, was done five seconds better. Then Jenney, of the Orient team, took them in 2:37, and Cabanne in his mile brought the time down to 2:26. He was followed by Fred Titus, who did six seconds better than that, and then Sanger took a hand and his mile was done in 2:17. The first lap of the last mile was done by Sanger, and then it was anybody. Cabanne had the best of it at the tape, the last mile being done in 2:16⅜. Hand and Roome were well up, as were Sanger and Titus, but Jenney was a little way behind, thinking rightly that as it was distressing him a little it was far better to slow down than to kill himself in a hard finish. Jenney rode well for the time that he has been in training.

Just after the ride Sanger had his foot lanced for an abscess that was forming, and was forced to give up the afternoon's ride, but went out on Sunday afternoon as well, apparently, as ever.

The day previous Cabanne won the theater tickets for the entire Spalding team from Shafer by doing a twelfth in better than nine seconds. He is reported to have done :08⅜.

Dirnberger has Been Training by a System

and has held to it without the usual anxiety to get fit that overcomes some men. He is rounding into form now, and, it is reported tonight, will be seen in the races. If that is the case there will be very warm fighting when Mike and the Spalding trio meet in the contests with Gardiner who is riding like the wind and has a great confidence born in the races here a few weeks ago and in his continued string of victories on the southern circuit. Then there will be DeCardy, who will enter Class B here, and he is no mean man in the sprint or at following pace. The big Californian, Terrill, may surprise some of the knowing ones, for he is riding very strong. Terrill will never have his rear wheel hunted for, as, according to Pat O'Connor, he is a very hard man to follow. He has a peculiar jump and a slow down that will be the death of any man who tries to follow him too close in the races. Tom Cooper went into training on Monday and is an unknown quantity in the races, as he has been training a little on the boulevards around Detroit.

Steele is not in Condition to Meet these Men,

nor is Anderson. The Falcon team may enter at the last moment, as the local agent of the Falcon wheel is working his best to draw entries from the Yost people. The Sterling team is in doubts. There was some thought that the Sterling team would be induced to come, but no answer could be gotten to a telegram. F. G. Barnett, of Lincoln, Neb., has entered with the Monarch team, of which he is a member, and he may cut some figure in the handicaps. Tom Cooper is very strong in handicap riding.

The withdrawal of DeCardy from the Class A men will rob these races of some interest and maybe leave them to Roome and Hand, who are here with Shafer. Their showing in the practice ride of today shows them to be likely men, and the rather disappointing showing of Phillips on the southern trip makes them the most likely candidates. But Phillips may ride a bit better when he lands at the track on which he did his fast mile.

There are Some Strong Southern Riders Coming

who will make good fighting. Quinn is one of them.

There will be a number of trial exhibitions for time, the men having volunteered for the work. Both the men of the Spalding and Syracuse teams will go for time marks.

Regarding Mike Dirnberger's attempts at the record marks, these will surely come off before the first of the month, and figuring on his form of today he is a very likely candidate for a new mile mark. His quadruplet team will consist of O'Connor on the front, Hamilton on the second seat, and Terrill on the rear seat. On the third seat will be one of several men, but probably Bainbridge, of Chicago. Ellithorpe and Jack Coburn will travel tandem.

The Syracuse quad now being tried on the roads around Syracuse will be here within a few days, when the other men who are to make up the record-breaking crew will arrive. Terrill, O'Connor, and Hamilton are now here and in daily practice.

Hamilton is Training for Unpaced Work

and is riding very strong all the way, and at any distance at which he is ordered to go. He will also go into the road races of the year, and with O'Connor will compete in the Martin road race at Buffalo. Mike and the others will go to Waltham and the Spalding team goes to Plainfield. Jenney goes to Waltham. Of the whereabouts of the others on that day of many road races there is no record at the present time. Tyler and Bald will be at Waltham, it is supposed.

Mr. Landenwich will have his hands full before the middle of the present week as there are known to be coming many more than a dozen, and that more than a dozen can not be cared for is a fact.

The accommodations at the track are not ample enough and it is the intention of the genial owner to build a substantial hotel, before the beginning of another season, that will accommodate the men who are expected, when the present crop gives the word regarding the royal treatment accorded them at all times this year. Mr. Landenwich thinks that the wheelmen are all right and

The Only Class of Sportsmen who are Clean and Upright People.

He declares the boys are gentlemen at all times and that he wants no better class to uphold the general reputation of his track, which is that of a first-class summer resort where the 400 of the city of Louisville may and do come without meeting at any time the people who usually try to overrun a place of this kind. He is very strict and orders the objectionable class from the grounds at any time that they may come. He has a sharp eye and has all the people of this class in the city and surrounding country "spotted." Fountain Ferry track is destined to become one of the garden spots of the country. It is certainly a place where it is pleasant to spend a vacation, as the writer has done. On the banks of the Ohio, away from the noise and dust of the city and well shaded by great trees, the location is an ideal lounging place and a spot where the racing men are willing to stay at all times and forget that they have the privilege to go downtown. Seldom are the wheelmen passengers on the cars running to the city. They are willing to stay at home and attend to business when the time comes.

This Simplifies the Trainer's Work

and the men become fit much quicker, gain better form than they would do with twice the time when put to work in a large city where there is something to draw their attention from their work all the time. Not a word can be said against the food, and the genial proprietor is willing to do anything for the comfort of the men. If there is a thing lacking at the table that they want, a request is all that is necessary to gain that article for the table at the next meal. In this way the proprietor has gained the good will and the friendship of every man at the track this season and it is predicted that every one now here and many more will come another season and come earlier.

Louisville will try what a little of the oil of persuasion can do and O. W. Lawson will leave within a few days for Philadelphia, stopping on the way to pick up E. H. Croninger, of the L. A. W. Racing Board, at Covington. The two will get Henry E. Ducker at Buffalo, and the three

Will Bring Arguments to Bear on Chairman Gideon.

They will attempt to have the dates of the Springfield meet set forward a week and the Waltham dates likewise, so that Louisville may have its dates come in the national circuit and by so doing catch the flyers at a date when the great G. A. R. meet is in Louisville with its 250,000 attendants. At that time Louisville will have a total population of over 500,000 to draw from.

Application for the dates, September 12, 13 and 14, was made in ample time, but for some reason Springfield, Mass., was given those very dates, and unless Louisville can bring about the change desired the great race meet planned for that time will be necessarily a farce, as Louisville can not expect to draw a single one of the cracks. The Springfield meet is too much of an important meet for the manufacturers to even divide their teams at that particular time. It is thought that for a certainty the manufacturers will be willing to send their teams on here providing the change asked for is made, as then

There Will be a Half Million People Here

anxious and more than willing to be amused. The race meet will be the only attraction, and will under those conditions draw such a crowd as was never seen at a race meet in this or any other country. It is the intention of Louisville to keep up the good work, and should they be unable to gain the consent of Chairman Gideon to the change, they will go direct to the Springfield management with a request that they ask for earlier dates. Buffalo has announced that it will be unable to keep the dates set for that city, August 31, and has asked for dates following the Labor Day meet at Hartford. The setting of the dates of Springfield a week earlier and the Waltham dates likewise, will allow Buffalo to follow them, and with the great Louisville meet as an additional magnet in the west it will bring a greater number of the men to Buffalo than would otherwise go if that was the only meet asking a long jump. At the time of the G. A. R. meet

The Railroad Rates Are but a Cent a Mile

and traveling would be consequently cheaper. The manufacturers have been communicated with regarding their feelings in the matter and these replies will be shown to Gideon as an additional reason for the change.

It is reported that H. A. Lozier & Co. are contemplating placing a team in the field, and Frank Rigby and Oliver P. Bernhardt, of Toledo, kings of Class A within a radius of 200 miles of Toledo, their home last season, will be members.

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GEO. K. BARRETT, EDITOR.

OUT IN THE COLD.

And so you are out in the cold, are you, Johnny?

Well, we would feel sorry for you if we thought you cared very much, but we don't think you do. We wouldn't if we were in your place. You have good company in Zimmerman, Wheeler, Banker, and a score of Americans who are also out in the wide, wide world. There will be others who will follow you soon, whether of their own volition or because a rude, unfeeling chairman of the Racing Board says that they must get out. The effect of your summary ejection will be greater than was that of poor Osen or any other rider who has not shown the speed that you have or who has not received as much free advertising as you have.

And Eck is fired, too, is he? Well, you will doubtless find consolation in knowing that the man who could not save you could not save himself.

And are you going to France, that Mecca of the professionals? We hope not. Banker and Wheeler will give the Frenchmen all that they can attend to with any degree of comfort. Besides, those boys are riding dangerously fast, and who knows but what they might lower your colors. If such a thing happened it would be disastrous. Better stay right here in the Land of the Free and the Home of the Brave, and tell Tom to get around among the boys—the racing men, we mean—and tell them how nice it is to be a professional, and how they are sure to be caught themselves before very long, and how nice it would be for them all to get together and say, "We are tired of this amateur farce. We will all turn professionals at once and show people that we can be honest when we want to."

That would be so jolly! It would give us good, honest professional racing here, where there is more interest in racing than any place else in the world. Why don't you try it?

THE WEARING OF BLOOMERS.

In women's attempts to free themselves from the trammels of conventionality and to gain the approval of the public for the wearing of comfortable and becoming costumes, we are ever ready to aid. There is, however, nothing that will more frighten and disgust a modest and self-respecting woman, and do more to hinder her from adopting a costume that is not only comfortable and convenient but pleasing to the eye of the observer, than some of the caricatures of the real bloomer girl, that parade themselves on the streets and in the clubhouses of Chicago.

We have too often given our reasons for approving the rational costume to make a repetition of those reasons necessary here. There are some so-called rational costumes—heaven save the mark—that are so extreme and so disgusting that we would rather never see a woman in bloomers than to see many in such costumes as we referred to. We have in mind a woman who is a frequent and conspicuous sight on the streets of the city, and who is, we believe, one of the leading lights in the newly organized Knickerbocker Club, who presents a horrible example of immodesty and grotesqueness. We do not know, nor care to know, her name. Physically she is about as unattractive as a woman well can be, and this fact, no doubt, accounts, in a measure, for her apparent desire to attract attention by her actions and dress. At best she has adopted a poor method.

She is a little longer than broad, wears bloomers that are voluminous in their lower extremities—which are in the neighborhood of the knees—and scant in their upper story, a close-fitting jacket which ends at the waist, and a cap with a pronouncedly exaggerated visor. When on her wheel the upper portions of her nether garments are stretched tight, and the sight from the rear is anything but edifying. Common decency calls for a coat that would come as far down as the saddle, but the calls of decency seem to have been lost on her. The ugly cap that she wears serves only to intensify the natural repulsiveness of her features. Off the wheel she is quite as much of a caricature as on it. She, with a number of other misguided females, attended the opening *stag* party of the Chicago Cycling Club, and during its progress she edified the assembly by the clumsy execution of a few clog steps. At the following ladies' night she was on hand, an example for all lady riders to shun. Not satisfied with the exhibitions she is able to make on her wheel, she squatted in a corner, with her back to the audience, for an extended period, during which she was the subject of remarks which we believe would have made even her ears tingle, could she have heard them. We believe that we voice the sentiment of the officers of the C. C. C. when we say that they would be pleased if she would no longer confer the honor of her company on them.

We have spoken plainly and have done it with regret, but what we have said we have said in the cause of true womanhood and in the cause of the rational costume. A woman such as we have portrayed can do more harm to the cause of cycling for women than will be offset by all the good that can be done by a score of self-respecting and tastefully dressed ladies. We trust that our words will not be without effect.

BOOKMAKING AND RACING.

A "book" is being made on the Chicago road race. We will not here enter into the question of right and wrong of making books, or on the subject of its influence on cycling. Suffice it to say the book is not "backed" by any one that has any interest in cycling, but by people that are in it for the "stuff." Whether it will work an injury to cycling or not, cuts no figure with them. The Associated Cycling Clubs have passed resolutions condemning the book, and that body is well capable of judging the effect that it will have on wheeling.

As to the book itself we have made careful inquiries and are prepared to say that the man who plays it will be "blowing his money against a cinch game." With an even play the profits of the bookmakers on the time winner will be simply enormous. Should a "long shot" win, the percentage in favor of the "bookie" is something like 350 per cent, and in case of a favorite a great deal more. It is a "cinch book" of the most pronounced variety. In view of these facts we wish to warn such readers of THE BEARINGS as are inclined favorably toward speculation of this nature, that, in investing their money in the book on the Chicago road race, they will be "going up against it" in most approved style.

A careful perusal of our English exchanges would lead one to believe that the writers on those sheets made it a practice to use every new device that comes out. In one issue of one of the papers a writer tells about being saved all kinds of trouble by a non-slipping tire attachment; being saved no end of punctures by a "thorn catcher"; being saved wear and tear by a new saddle; being delighted with a new lamp; being greatly refreshed by a new "portable food"; being saved a collision with a team by a new brake, and—but we will spare our readers a further recital of the dangers he missed by the aid of the many new contrivances that he carried with him. It would be amusing to see his picture with all the paraphernalia that he carries with him.

We have it on good information that Handicapper Miles, of the Chicago road race, has made up his mind that the back-mark men in the race will be given a better chance than ever before. Up to the present time no back-mark man has ever won, or come near winning, first place in either the Pullman or Chicago. The "strangers' marks" this year will be well filled, which means that men whose abilities are not well known will not be given dangerously large handicaps. Mr. Miles' determination is worthy of commendation. The race is already such a huge affair as to be almost unwieldy, and if the new departure in handicapping prevents men from entering another year it will be a result that can be viewed without regret.

"Do not wheelmen, on the average, work as hard now-a-days as they did in the good old days?" was the question propounded to us by a wheelman of the old school. It set us to thinking. To be sure everything in connection with bicycles is vastly improved, but the wheelman insists on having a machine that is geared away up, and works just as hard at it as he did on the wheel of years ago. Of course he gets more speed out of his mount but no more pleasure and just as much hard work.

According to the *Irish Wheelman* amateurs in that country are "genuine amateurs in more or less of a cerulean blue funk."

The British cycling papers are raising a great hue and cry over the faulty constructions which, it is claimed, show in tandem fork crowns that are too weak to stand the work that they are put to, with the result that there have been many breaks and many bad accidents. We have yet to hear of a casualty resulting from such a cause in this country, but a word of caution to makers may not be out of place. Accidents on tandems as a rule result more painfully than on singles.

The question of what the landlords of the big office buildings shall do with the wheels used by their tenants is being discussed by the Chicago dailies. It seems to be the prevailing opinion that it is the duty of the landlords to provide storage room for them. It is pleasing to note that the papers are with us on this question, which will, in a few years, be a most important one. Our landlord, we are happy to say, provides ample storage.

In London wheelmen who leave their wheels unwatched on the streets will have them taken up by the police who will leave them at the station till called for, when the negligent owner will be charged one shilling for storage. If he refuses to pay this he will be allowed to have his wheel but will be prosecuted under an ordinance prohibiting carriages from being left unattended in the streets.

A foreign exchange tells a story about an elephant who is in the habit of picking up cyclists and their machines and making mince meat and scrap iron of them, all because his trainer once tried to teach him to ride a trick wheel. If elephants were numerous in this part of the world we should certainly advocate a law which should prevent any attempts toward teaching them to ride.

Two Chicago "plain clothes" policemen who are devotees of the wheel, last Sunday effected the capture of a murderer with the aid of their wheels after he had shown himself to be too fleet of foot for others to capture him. The daily papers gave great prominence to the fact and it will probably have its influence in getting the bicycle adopted by the police force.

English *Cycling* has discovered that since the adoption of the rational costume it is not at all necessary that, in riding tandem, the lady should ride in front. After an exhaustive discussion of the question it comes to the conclusion that there are more reasons why she should occupy the back seat than the front one.

We have our doubts as to the loyalty of the racing men who demand gold bricks for prizes, while the national treasury is being drained of its gold, as it has been for the past few years. They should be content with silver bricks.

Reports from the various training quarters where the cracks are at work indicate that they are all going well, and that the riding this year will be much faster than ever before.

Ahem! The London *Cyclist* says that the manager of any tire company will bear testimony to the fact that for both track and road wood rims are daily growing into favor.

Following the example of the Americans there are now two one-legged cyclists in England who are endeavoring to get on a match race.

A Knotty Point to be Decided.

John H. Breckenridge, a Chicago attorney, has begun suit against the Galena Trust & Safety Vault Co., owners of the Fort Dearborn Building, for $25,000 damages. The agent for the building refused to let Mr. Breckenridge carry his bicycle into the building, hence the suit. Mr. Breckenridge proposes to test in the courts the right of the owners of the big office buildings to prevent tenants from bringing bicycles into the offices for which they pay rent.



The directors of the Red Jacket Cycling & Athletic Park Association, of Buffalo, are H. E. Ducker, W. S. Bull, G. N. Pierce, F. W. Minton, N. E. Turgeon, Robert Baird, and E. C. Bull. Frazer & Whitney, who built the Louisville track, will prepare plans for the new Buffalo track.

Many riders are in the habit of flooding their bearings with oil; this is a mistake; two or three drops of oil, provided they get into the bearings, are as good and better than a can full.

Frederick W. Peckham, of New York, is publishing "The Bicyclist Log Book, Cyclometer, and Time Record." This little book will be found very handy by those who desire to keep an accurate record of the season's riding.

E. C. Stearns & Co. have just gotten out a second edition of a little book entitled "Points on Training for Wheelmen," by Thomas W. Eck. This book was issued some months ago and was so popular, the supply was gone in a short time. A copy of this may be had by writing to E. C. Stearns & Co., Syracuse, N. Y., and inclosing stamp.

GEORGE BANKER'S DEFEAT.

The American not yet in Proper Shape—Barden's Wonderful Five-Mile Record.

PARIS, May 10.—Cloudy, windy, and cold were the features of the weather in Paris last Sunday. A chilly drizzling rain fell in the early part of the day and it was feared at one time that the Buffalo and Est meetings would have to be postponed. Toward noon, however, the rain stopped and the skies cleared up sufficiently to make cycle racing enjoyable from the standpoints of spectator and rider.

Owing to the important meeting at the Eastern track and to several big meets in the provinces, the programme at Buffalo was not a very full one. Nevertheless a good afternoon's sport was witnessed, and if the attendance was not large it was at least select, the Omnium stand containing a large number of influential sporting men of the Paris social world.

The surprise of the day was

The Defeat of the Cracks

Jacquelin, Muringer, and Mercier by Rollin, who is a comparatively new man. In the 2,000-meter scratch race he simply left his opponents standing in the last lap, which, in spite of a strong wind, he covered in :24. Rollin is of medium height and weighs about 187 pounds.

The 1,400-meter handicap fell to Alderton (eighty meters start), who beat Luciani and Mercier. The race was slow as after the first lap Mercier caught up to his men and the pace then slackened down. On the last lap the Englishman put on a grand sprint and entered the homestretch with a good lead, which he maintained until the last.

Surprise number two: The fifteen-kilometer race with pacemakers fell to Jacquelin, who beat the veteran Lumsden at the finish. "Lummy's" defeat was due to the absolute insufficiency of pacemakers, both as regards quantity and quality.

The Pace was not Fast

enough to put to proof the Scotchman's qualities of endurance, and under these circumstances it is not surprising that Jacquelin gained the advantage in the final sprint.

The news of Geo. Banker's defeat, both in the handicap and scratch races at the Velodrome d'Est, reached the Buffalo track about 5 o'clock and caused quite a sensation. Banker has had a long term of training, and, according to the reports of the daily cycling papers, was fit to ride and win. An impression seemed to prevail that, barring perhaps Barden and Houben, no other rider in Europe would be able to accomplish the task of lowering the American's colors.

Banker, however, doesn't quite agree with the reports spread about with regard to his condition. Speaking with THE BEARINGS' representative just before leaving for the Velodrome d'Est, he said: "Although satisfied with the progress I have made since I started training, I am not yet in my proper form, but I shall nevertheless do my best to win.

This Explains his Defeat,

which is of no more importance than the one he suffered at the hands of Carlier last spring.

In the 900-meter handicap, in which Banker started scratch, he got into a pocket in the backstretch, and couldn't get out in time, else he would most likely have crossed the tape first. His defeat by Vasseur, in the 2,000-meter scratch race, was the great surprise of the day. The pace was slow until the bell rang ,when Vasseur, who rides a very high gear, went off at a tremendous clip, with Banker close behind. The Frenchman ran wide on entering the homestretch, which allowed Banker to take the inside position. A grand tussle ensued, each man doing his utmost to gain the advantage, which finally fell to Vasseur by about half a wheel.

A deafening round of applause saluted the Frenchman's victory. Vasseur, however, did not confirm his victory in the final, which went to Baras, Piette taking third place. The exertion he was put to in his heat with Banker told on him, and all he could do was to get second place.

The Houben-Robertson Match,

which took place last Sunday at Brussels, was a "fizzle." Robertson won the first heat over a distance of 2,000 meters without pacemakers. Trial number two, 5,000 meters with a tandem to make the pace, resulted in a dead heat. In this series Houben's rear tire gave way, and Robertson generously waited while he changed machines. The judge decided that the race should be given to the Belgian, because he finished on the pole—rather a queer conclusion to come to. The "decider" went to Houben, the Englishman coming a terrible "cropper" in rounding the last corner. Houben thus pocketed the stakes, but a great many people are inclined to think that Robertson is the better man, and would have won the match had it not been for his fall.

Michael, the "little English wonder," won the 100-kilometer race at Dijon, in the excellent time of 2:23:50, defeating Lesna, the French crack, and Tom Linton. The latter had a bad fall at the sixty-sixth kilometer, when in first position, and retired at the eighty-fifth kilometer.

"Choppy" Warburton, the well-known trainer, considers

The Dijon Track one of the Fastest in France

and intends to return there shortly with Michael, with the object of lowering the 100-kilometer record.

Last Monday at the Buffalo track a rather serious accident occurred during training hours. Given the various nationalities of the wounded, it might well be called an "international spill." Fournier slackened up suddenly without warning and Edwards, Martin, Verheyen, and Luciani, who were following him, fell. Edwards and Martin remained unconscious for some time and Verheyen was hurt about the head. All four were carried away to the ambulance, where their wounds were attended to. No bones were broken, and it is expected that they will be all right again after a few days' rest.

A race meeting took place last Monday afternoon at the Eastern track. Banker only competed in one event, the 100-meter trial against time, which he won in :07, Baras taking second prize with :07⅕, and Vasseur third with :07⅗.

A telegram from Bordeaux received yesterday states that Barden did not succeed in his attempt on Wednesday to lower the European mile record, flying start; but, paced by the Loste brothers on a triplet, he covered the kilometer in 1:09⅕, beating the previous record—his own—by two-fifths of a second.

Geo. Banker Scored his First Victory

of the season yesterday at the Velodrome du Parc, Bordeaux, defeating Edwards and Henry Loste in the grand international five-kilometer race. In the lap contests he was again victorious, covering the 333 meters 33 centimeters in :22⅗, which is record time.

The great event of the day, however, was the marvelous performance of Barden, who lowered all world's records from one to eleven kilometers including the five-mile record. The day was a perfect one for record making; there was no wind and the sun was warm and bright. The English crack was looking very fine and was apparently in the very best condition that it is possible for a rider to be in. Barden was paced by six triplets, the changes being made every kilometer. He rode smoothly and easily without visible effort until the eleventh kilometer, when a stitch in his side forced him to give up. He had intended to push on to the ten-mile mark.

The following table shows the records beaten:

DISTANCE.	TIME.	PREVIOUS RECORDS.	HOLDER.
1 kilometer	1:14	1:14⅗	Loste
2 kilometers	2:20⅘	2:33⅖	Barden
3 kilometers	3:35⅕	3:49⅖	Barden
4 kilometers	4:43⅗	5:07⅖	Barden
5 kilometers	5:59⅕	6:23	Barden
6 kilometers	7:14	7:38⅗	Barden
7 kilometers	8:28⅖	8:54	Barden
5 miles	9:49	10:22⅗	J. S. Johnson
9 kilometers	10:59	11:31⅖	Barden
10 kilometers	12:13⅗	12:47	Barden
11 kilometers	13:30⅗	14:18	Linton

'FRISCO'S POOR STREETS.

SAN FRANCISCO, CAL., May 14.—San Francisco is probably the worst-paved city for its size in the United States, and the remarkable growth of cycling under the existing conditions is wonderful in view of the fact that Golden Gate Park, the city's flower garden, is the only spot within the city limits where cyclists can enjoy the pleasures of riding, and to reach this magnificent riding ground wheelmen have to ride over badly paved streets and dangerous cable slots and submit to other annoyances that could be changed by the united action of the wheeling classes and the public in general.

The Merchants Association, a progressive organization of the business men of the city, has taken up the matter of good roads, has discussed the situation from every standpoint, and has resolved to make

A Fight for the Improvement of the Streets

and highways of this county. It will be joined in the work by the 15,000 or more wheelmen of this city, and by the cycling clubs in particular.

There is not one good street in the city—that is, not good for its full length—but here and there one can find a block or two of well-paved road, but these well-paved places are few and far between.

The Merchants Association is at work on an ordinance which the supervisors will be asked to adopt, and that is, that a law governing the width of wagon tires be passed. The association also hopes to have the new ordinance embody a clause compelling teamsters to have the front axles of their drays made shorter than the rear ones, so that the wearing of the basalt block and other pavements will be more evenly distributed.

It is very likely that the

Wheelmen Will Make the Fight for Good Roads

in connection with the Merchants Association and other improvement organizations. A mass meeting will be held next week for the purpose of determining the course to be followed, and perfect an organization that will make a systematic fight for good pavements.

The railroad company (the Southern Pacific) is also showing its hand regarding cycling, and it does everything within its power to make the life of a cyclist a burden. It talks of taxing all wheels on its trains, and in one instance refused to carry a party of cyclists returning from a club run. Another means adopted to make ,working people ride in its cars is to wet the cable slots just when people wish to ride to their business and again at night when they wish to return home to their families.

The lessees of theaters are also

Complaining as Bitterly as the Liveryman,

as business is falling off very perceptibly, all because the bicycle is growing to be so popular with the masses. Instead of going to the theaters, the people go bicycle riding, especially on moonlight nights, when Golden Gate



They Stay Sold.

That's one of the many reasons why agents and dealers generally prefer to handle the *Waverley*. It is also one of the many reasons why riders prefer the *Waverley*. A wheel that has to be sold and resold half a dozen times is the most unsatisfactory machine imaginable, while a machine that is sold on its merits pleases the rider, who, instead of bringing it back next day with a kick, goes forth among his fellow wheelmen, a living, breathing, talking advertisement for his mount. Prospective buyers should bear in mind that *Waverley* riders are all enthusiastic advocates of *Waverley* bicycles—because they ***know*** what they are. Send in your order for a *Waverley* Scorcher. It will be filled without delay.

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Park is crowded, thousands of wheelmen turning out to enjoy the night ride to the beach.

The foregoing paragraphs only go to show what San Francisco cyclists have to endure and how the sport is becoming more popular every day in spite of the dampers thrown upon it by the railroads and other powerful factors; but these petty annoyances will gradually grow less with the L. A. W. fighting for the rights of the cyclists.

Hundreds of wheelmen have announced their intention of joining that body, which commenced the fight for good roads, and which has done so much to advance the sport in the eastern states, but which, up to this time,

Has Not Done Much for California Wheelmen.

However, from now on the benefits to be derived from the League will be more widely known in this state.

The newspapers, noticeably the *Examiner* and *Evening Post*, have taken up the fight and are doing much to wake the people up to their needs

The Imperial Cycling Club, of this city, held a five-mile handicap road race on Sunday, on the San Mateo-San Carlos course, a stretch of the finest road in this part of the state. The race resulted in the breaking of the coast record for the distance by Frank M. Byrne, who covered the distance in 12:13. Byrne is the star road rider of the club, having finished first or won the time prize in all the races given by the club since its organization last October.

In Sunday's race Byrne had as a companion on the scratch mark John E. Edwards, who was only beaten by about four inches.

Both Men Paced each other Alternately.

The road was as smooth as a track, a good wind was blowing at their backs, and everything was favorable for the lowering of the record. W. L. Wilson, a new member of the club and a rider of three or four months, won the race from the 1:45 mark in 13:06⅘.

Tandems are fast becoming popular with the cyclists, and they can be counted by the dozen on Sunday afternoons in Golden Gate Park.

The Portugese bicycle riders of this city have formed a bicycle club, which already has some twenty or thirty members.

The Bay City Wheelmen will give a race meet on the Central Park track, May 30, and already the entries are beginning to come in. This club always gives good prizes and always manages to give a card that is

Pleasing to the Racing Men and the Public.

Two floral festivals took place in this part of the state last week, and at both bicycle races formed an important feature. The first took place at Santa Rosa. The races were mostly closed events, but Walter Foster and Allan Jones made the hit of the day, Foster riding a paced mile in 1:56 and Jones a paced half in :57½. The track was not very fast or it is probable that a world's record would have come to California.

The next races were for the benefit of Fabiola Hospital, of Oakland, and took place on the Oakland trotting park track. Fully 15,000 people witnessed the events. The management was the worst ever seen in this part of the state and had it not been for the floral part of the show and other attractions in the way of horse racing, etc., the spectators would have left the grand stand in a body.

The Races Were Delayed until Late in the Afternoon,

it being almost 4 o'clock before the first race was called, and that after the men had been waiting on the track for almost two hours. The races were interesting, but no fast time was made. Accidents were numerous, but no one was seriously hurt, though Wells was badly bruised in a collision with Foster. Jones, who rode in Class B, failed to show up very well. The Class B events were captured by Castleman and Burke, of Los Angeles. Byrne, of San Francisco, and Mott, of Oakland, were the principal winners in Class A.

BROWN WANTS TO RESIGN.

ST. LOUIS, MO., May 19.—The election of a new president has not by any means settled the difficulties of the Pastime Athletic Club, for Willi Brown had not the presidential chair warmed before he announced his intention of resigning. He was induced to take the office on the information that the amount of the outstanding unpaid dues was greater than the indebtedness and he finds that the contrary is the case and furthermore that the expenditures exceed the income and he feels that under these circumstances he is unwilling to assume the management of the club. The board of directors has issued a call for a meeting on May 28 to consider his resignation and to give members who have the interest of the club at heart an opportunity to express their sentiments in regard to the future policy of the club. Among the subjects on which opinions are asked are the curtailment of the ladies' hours, the abandonment of ladies' classes altogether, or the fitting up of separate quarters for them, and the admission of young boys to the clubhouse evenings.

Mr. Brown's Resignation

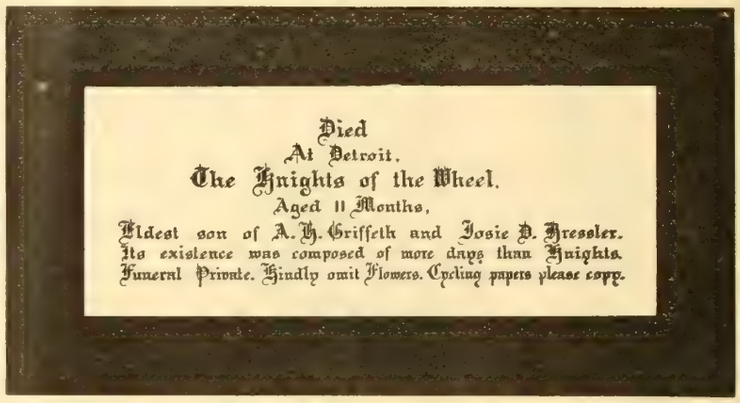
is the last thing that the club would want to accept and every effort will be made to have him remain in office.

The club's fine third-mile track at De Hodiamont, which represents an investment of $35,000, has not been the source of profit which it was expected to be; quite the reverse; last year it netted them a loss of over $2,000, a portion of which can be charged up to inclement weather and untoward circumstances. The management feel that their expenses are heavy enough and that the track is a millstone about the club's neck, and they would like to shift the care of the track to other hands. The Associated Cycling Clubs have been approached on the subject, but the yearly rental of the track, $2,100, which the owners of the property, the Pastime Realty Co., ask, is a little too much for them.

The Matter Is Under Consideration

though, and some agreement that will be acceptable to all will probably be reached. It is to be hoped so, for the loss of the track would put a severe damper on any similar investment for years to come, and give cycle racing and field athletics a setback that it would take a long while to recover from.

On Decoration Day the Pastime Athletic Club will hold a cycling and athletic meet at the track. Eight bicycle races are on the programme, six open and two for members only. One of the club races will be for members over thirty-eight years of age and the other will be for the Buckley trophy, a diamond-studded gold watch, which has been won once by "Dute" Cabanne. It must be won three times before becoming personal property.



The above few words recite the extinction of the fond hopes of Joseph D. Bressler, the Tom Reed of cycling, and those of the coterie of friends who were his associates in the attempt to provide the League of American Wheelmen with a rival.

Two years ago Mr. Bressler, who at that time was chief consul of the Michigan Division of the L. A. W., announced his intention of withdrawing as a candidate for re-election, and he and his friends pledged themselves to support A. H. Griffeths for the office, and did do everything in their power to elect him. Robert E. Steele was Griffeths' opponent and the election was bitterly contested by both parties. Steele was elected, but the Bressler-Griffeths faction declared that there were irregularities connected with the balloting and Bressler and A. J. Noack, the secretary-treasurer of the division, refused to turn over the books and funds of their offices to the newly elected officials. The matter was carried to the National Assembly of the League at Louisville, and a new election was ordered. Bressler and Noack refused to comply with this order, and their non-compliance resulted in their being expelled from the L. A. W.

This proceeding so aroused Bressler that he immediately set about establishing a new organization that should be a rival to the L. A. W. and which, at the same time, should embrace all the good points of that body and should leave out all the bad points, which Bressler contended were many.

The first formal meeting of the new organization was held in the upper story of one of the prominent cycle concerns of Detroit and was attended by about twenty of Bressler's followers. At the meeting a constitution was submitted and adopted. It provided that the organization be known as the Knights of the Wheel and that it should foster both amateur and professional racing, should protect the interests of wheelmen on the road, and should at all times and in all ways advance the interest of good roads. The organization was to be of a secret and consequently a fraternal nature with pass words and mystic signs galore. There were to be local bodies or clubs who would have representatives in the state divisions and each state division was to have representatives in a national council.

At the second meeting, which took place in the office of an ice-cream "foundry," a local club was formed and officers were elected. The meeting then resolved itself into the Michigan Council, and, with their recent lesson before their eyes, they set about electing officers before any opposition could spring up. It was one of the loveliest meetings that was ever seen. The members sat around on desks and chairs, all eating ice-cream, and the spirit of brotherly love was abroad among them. The way in which every one agreed with what every one else said was a pleasure to listen to. The recent scenes of strife and bitter opposition were forgotten. Every one got an office from Griffeths—who was elected Lord of All he Surveyed—down to your humble servant who was made sargeant-at-arms, but whether of the local, state, or national body he has forgotten.

Thus was launched the body that was to show the League of American Wheelmen how a properly constructed and properly conducted aggregation of wheelmen could not only gather to itself members and strength but secure to each and every member complete and exact justice. Grand as were its plans and broad as were its possibilities, it died, and we poor mortals who were to have reveled in the privileges it was to have instituted must needs bow down our heads and weep bitter, scalding, briny tears of regret.

THE COLONEL.





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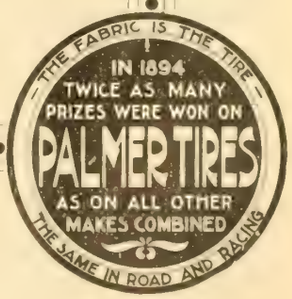
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THEY ARE NOW IN B.

The "Four Freds," of Syracuse, Dropped into the Semi-Professional Pond—Flying Start Given a Trial.

SYRACUSE, N. Y., May 19.—It has come. The forerunner of an impending calamity struck this city last week, but the dire effects were not overwhelming until yesterday when four little envelopes reached Syracuse for four youthful and thoroughly up-to-date riders. They are—or were—Class A riders, but when the boys read the contents of the epistles a howl of dismay went up that must have been heard in Philadelphia. It was only a simple statement; a few words like this: "You are found guilty of a violation of L. A. W. racing rules and therefore are transferred to Class B." The signature was a strange one to Syracuse riders and they doubtless will prize that autograph highly. Chairman George D. Gideon, of the Racing Board, spent but a few minutes in penning the above lines, but could he have beheld the agony depicted on the countenances of Fred W. Fisher, Fred H. Fellows, Fred C. List, and J. Fred Barry his heart would have smote him.

Like a Thunderclap Came the News.

The riders could not comprehend their senses and they are still in a state of bewilderment. Taking the matter as it is, the incident is laughable. Fellows and List could not ride fast enough in Class B to keep warm. Fellows never won anything but a novice race and is outclassed by two-thirds of the riders in Syracuse. List is little better. He has captured a couple of handicap events, but never won a scratch race in his life. It is ridiculous to transfer these men to Class B. Of course Fisher is a gallant little rider to whom Barry has often run second. They stand no more show as competitors in the moneyed class than a bowlegged flea has in a tar barrel. Every effort will be made to vindicate the boys in the eyes of the Racing Board. They are pure amateurs in every sense of the word, and their misfortune was due to advertising given them by a manufacturer. Perhaps when Mr. Gideon becomes better acquainted with the local situation he will understand his act of injustice and make reparation accordingly. It is a sad city these days and the balance of the Class A crowd have such respect for the second letter of the alphabet that they take off their hats while reading the newspapers. But it may come out all right; we have hopes anyway.

The First Matinee Races of the Season

were brought off yesterday afternoon and attracted a good crowd to Kirk Park. The local cycling celebrities, comprising John C. Bowe, E. C. Stearns, F. Howard Tuttle, C. Arthur Benjamin, John Wilkinson, A. R. Grant, J. B. Eccleston, George Houk, H. B. Gleezen, and a score of others, gathered around the judge's stand to comment on the results. Tom Wonderingstill Eck had charge of the events and for the first time in the history of racing under the L. A. W. rules was a flying start tried in competition. Fourteen years ago Tom advanced this theory in a letter to the *Wheelman's Gazette*, of Chicago, and he has been waiting a long time to try the thing and settle it on its merits. The wisdom of such proceedings was apparent the moment the men were sent away. Eck was up the track, cautioning the riders as a starter admonishes the jockeys in a running race, and down the stretch the six fast Class B men came in a long beautiful line across the track. They were going at a three-minute clip when they struck the tape and the pistol shot announced the start. There was no breaking of wheels or tumbles which usually characterize a standing start, but instead the men jumped for their positions with lightning speed and fell into line so cleverly that the effect was electrical and elicited a round of applause from the audience.

Flying Starts in Bicycle Races

are bound to be popularized by this initial effort. Again did the Class B riders give the flying start a trial and it worked to perfection like the other.

There was no competition among the local Class A men for they were fearful of the wound inflicted on the four Freds, and did not care to run any chances while the chairman was up in arms. A. E. Weinig, of Buffalo, the speediest man in that town, carried off both the Class A events, though pushed hard by A. H. Munro, of Cohoes. Weinig set the pace in the half-mile for a quarter, and as the other competitors did not evidence any determination to help him out he started for the wire. It was a pretty scrap from the 100-yard mark in, and Weinig won by a foot from Munro. In the mile event he had more of an opportunity to let himself out and this event fell to his prowess also.

No prettier sight has ever been seen at Kirk Park than the mile Class B race. Allen and Callahan took turns setting the pace, and at the last quarter the entire bunch was lined across the track.

Into the Stretch they Tore Like so many Demons.

Not an inch did they gain on one another. People stood in their seats to behold the marvelous exhibition of speed. So evenly matched were the contestants that it was only at the ten-yard mark that H. R. Steenson, by a mighty effort, was able to bring his machine out of the bunch, and when he crossed the tape he was a foot ahead of the crowd, while L. C. Johnson beat out F. H. Allen by inches. John C. Bowe said after the race that it was the prettiest sight he ever saw, and Mr. Bowe has seen them all.

Steenson again triumphed over his stable mates in the half-mile event. In this race, as the other, the finish was so close that it took the officers some minutes to determine the winners. L. A. Callahan crowded into second place, with E. C. Johnson third.

T. W. Eck has noticed the statement made by a Philadelphia writer that there was a possibility of his being ruled off the L. A. W. tracks forever. Eck was wild when he read it. He said: "Chairman Gideon has preferred no charges against me and I can not see how he can punish me without giving me a chance to be heard. I will reply to any question he may care to ask. There is a constitution in the United States that protects the citizens of this republic. I can pay my money like any other American gentleman and let them try and keep me out if they dare. I can not see why I am subject to all this when I am trying and have tried all my life to advance the interests of the L. A. W. by thought as well as deed."

ZIMMERMAN WILL RIDE.

BOSTON, MASS., May 18.—This old town is waking up. It has one or two things on its hands now, most prominent among them being the Massachusetts Division meet. The meet will be held this year as usual May 30 at Boston. The real celebration of the event will begin the night before with the minstrel show of the Woodbridge Bicycle Club and a special wheelmen's evening at the Tremont Theater, where "The Sphinx" will be given.

Headquarters for the night before will be at the Copley Square Hotel, where the membership committee will be in charge and take renewals and applications. The next morning the ball will start rolling with an early morning run and a free lunch at headquarters in the Mechanics' Building. The parade will form at 10 o'clock. Chief Consul Sterling Elliott will be the chief marshal and he, with the president of the L. A. W., will ride in barouches at the head of the parade, and

A Guard of Honor Will Ride on Either Side

of the carriage, taken from the most prominent wheelmen of this vicinity.

Chief of staff will be A. D. Peck, and his staff will consist of the members of the Massachusetts board of officers and many well-known club men. After lunch is served the run will be made to Waltham, where the races will be given. These races will surpass anything ever before seen at Waltham. The committee has been steadily at work for some weeks on the event, and it is promised by them that the events and sport will be first class. In the first place the first prizes will be gold medals with the A. C. C. stamp on one side only. They will be actual value. If they are listed on the programme at $100, they will be worth just that. Every prize, with the exception of a few gifts, will be these medals of different values.

Zimmerman is Coming to Ride an Exhibition Mile.

He has been secured at great expense and has consented to come and ride with pacemakers. Ziegler, Harbottle, Coulter, Foster, and Tellam arrived at Waltham this week and are already hard at work on the track getting into shape for the work May 30. Tyler and Stowe are expected next week and Porter and L. C. Johnson are coming also. Bald and the Columbia team will make their first eastern appearance here and altogether it will be a notable event. There will be a novelty in the shape of a mile tandem handicap. There will be a ball in the evening.

Massachusetts has at last stepped ahead of Pennsylvania in the race for second place in the League list and there is great rejoicing thereat.

GIMM MAKES A POOR SHOWING.

PITTSBURG, PA., May 18.—The Sharpsburg Wheelmen, of Pittsburg, held their annual road race this afternoon on the Butler plank road. All but eight miles of the course is up and down hill, and the time is considered fast. Louis Gimm, Geo. Myers, and Dave Folsom, of Cleveland, were among the starters, also T. R. Eddy, of Columbus. Folsom broke down about a mile from the start, and Myers stopped at the turn. Gimm finished seventeenth in bad shape. Goble, a local man, and Eddy were on the scratch with Gimm and Myers. They left Gimm a few miles out, made the turn together, and finished a few feet apart. They fought all the way as to who should set the pace, and lost the time prize by 1½ minutes. Had they ridden their own race one of them could have taken the time prize. Newburn, a local man, with two minutes' handicap, came in first and won the time prize. O'Brien, also a local man, crossed the tape second, and as the first man took the time prize, the first prize went to him.

The following table shows the order in which they finished:

NO.	NAME.	HDCP.	TIME.	NO.	NAME.	HDCP.	TIME.
1	J. K. Newburn	3:00	1:17:00	11	Jacob Mazer	4:00½	1:24:30
2	J. H. O'Brien	3:00	1:18:00	12	G. M. Withington	2:00	1:22:17
3	C. M. Wakefield	2:00½	1:19:40	13	A. S. Hammer	5:00	1:25:30
4	J. C. Smith	5:00½	1:22:00	14	B. H. Brestle	10:00	1:30:35
5	J. E. Patterson	2:00½	1:19:40	15	Michael Solomon	9:00½	1:30:05
6	T. W. Kennedy	4:00½	1:22:00	16	C. A. McKibben	5:00	1:26:30
7	Ralph Walter	4:00½	1:23:08	17	Louis Gimm	scratch	1:21:47
8	T. R. Eddy	scratch	1:18:30	18	J. K. Waldanger	3:00½	1:25:50
9	B. G. Goble	scratch	1:18:30⅛	19	T. C. Tibbens	3:00	1:25:55
10	H. E. Leslie	4:00½	1:23:15	20	W. S. Nesbit	9:00	1:32:05

Charlie Murphy has been making a host of friends at the Thunderbolt track, Savannah, Ga., and just previous to his departure the 15th of this month, the governor of Georgia and the mayor of Savannah took dinner at the track with Murphy and Geo. B. Cobb, the young Class A flier from New York. Murphy left Savannah the 16th, on the steamer "Tallahassee," for New York. He has made in practice a number of unpaced records for a quarter-mile track that will take some beating. Among the number are: 100 yards, :05; one-eighth mile, :12⅘; one-quarter mile, 28⅛; half-mile, 1:01⅛; one mile, 2:20; three miles, 7:24, and five miles, 12:30. Charlie is riding like the wind, and in a letter says he is in much better form than ever before in his life.



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BRIXTON CUP RACE.

New Rider Captures the Famous Trophy from a Large Field of Starters—Late English News.

LONDON, May 4.—The Brixton Club's meeting at Herne Hill this afternoon is the first meeting in London where an event has been given for unlicensed riders. It may be interesting to quote the names of the entrants for the half-mile scratch race. They are: J. Platt Betts, U. L. Lambley, G. R. Martin, A. E. Walters, F. Osborn, H. B. Howard, J. Aram, H. B. Hoch, J. W. Stocks, J. Camp, W. T. Martin, W. Ellis, T. Gibbons-Brooks, R. G. Merry, G. J. Fulford, B. E. Winchurch, and A. G. Wright. Scarely one of these racers outside the Union pale of licensed amateurs is without a reputation as a speed rider.

In contrast to last Saturday, the weather this afternoon at the Brixton meeting was perfect in every respect. Continuous brilliant sunshine flooded the grounds and a big gate, over 6,000, rejoiced the club men. For some unearthly reason a two-mile handicap opened the programme and the early heats were a little tedious. The half-mile handicap furnished good racing, and revealed the fact that Rideout and P. W. Brown (London's only licensed scratch man) had had their licenses withdrawn. The half-mile scratch for the unlicensed amateurs was the tid-bit of the afternoon. All the heats furnished close finishes. The cup race is described below:

Summaries.

Two-mile handicap, final heat.—W. J. Wilson, 175 yards, first; J. F. Rudham, 65 yards, second; R. A. Marples, 45 yards, third; F. C. Armstrong, 70 yards, fourth. Won by 5 yards. Time, 4:41⅗.

Half-mile handicap.—F. W. Chinn, 15 yards, first; T. C. Ives, 50 yards (a fastest loser), second; C. G. Wridgway, 15 yards, third; E. Hughes, 35 yards, fourth. Won by inches. All close up. Time, 1:03⅕. The winner is considered the fastest short-distance racer in England.

Half-mile scratch (unlicensed riders).—F. Osborn, first; A. J. Watson, second; W. Ellis, third. Won by a wheel. Time, 1:11⅗. Last quarter, :29 dead. A splendid race.

Ten-mile open, for Brixton silver challenge cup, value $250.—The first cup was won out by F. J. Osmond in 1889. The present cup was twice won by F. J. Osmond, then Meintjes scored a win in 1893, while last year the winner was T. Gibbons-Brooks. Out of an entry of twenty-six riders twenty got off to a good start. A lap prize was offered, but there was no pacing. Winbolt rapidly forged in front, and ultimately won the lap prize by leading for thirteen laps out of forty. The field was never strung out, and at times the crowd were dangerously bunched. Two laps from home Stroud went in front, but was soon displaced by May, who was fancied as a winner. Entering the final straight there was a magnificent struggle resulting in F. Burnand winning by a length from Fred May, F. Black being third, and J. F. Rudham, Wridgway, A. J. Cherry, Winbolt, Armstrong, and Stroud were left in the ruck. Time, 25:28⅘. Last quarter, :36⅘. Stroud lodged a protest against a rider who shut him in. Gibbons-Brooks (the holder) did not start, being unlicensed. F. W. Chinn retired punctured. R. C. Knights fell in the midst of the crowd, but brought no one down. Parlby the giant—whose luck seems fatal just now—retired with a broken spoke, caused by collision—and so concluded a most successful meeting, unmarred by any accident of importance.

N. C. U. Fixtures.

The following are the fixtures for the N. C. U. championships: June 15, one and twenty-five mile bicycle championships at Fallowfield track, Manchester; June 22, five-mile amateur, one-mile professional, and tricycle championships at Herne Hill; the fifty-mile amateur championship will be run off later, probably at Herne Hill.

The date and venue of the next Stanley Show have now been announced. The big exhibition will again be gathered under the roof of the Agricultural Hall from November 22 to 30. Vehicles tired with pneumatics will form a bigger feature than they did last year.

The Union is still following the trail of the spurious amateur. Bardsley, the winner of the Surrey Cup, was deprived of his license within a week of his victory. J. Green, last year's champion, has also been deprived of his license. The directors of the Pneumatic Tire Co., with the exception of R. J. Mecredy whose case is still pending, have shared the fate of their employe, S. F. Edge. These gentlemen include Mr. Dunlop, Mr. Booth, and Mr. Harvey Ducros. Arthur Ducros, the company's general manager, resident at Coventry, has obtained a license after many weeks of vexatious waiting. T. W. Good has been granted a license this season, but Broudbridge has been refused, and Pope's license has been withdrawn. In granting him a license this year the Nottingham center was influenced by the fact that Pope had established himself in a business as a fishmonger. They quite overlooked the fact that Pope having been refused a license by the Irish Cyclists' Association last year was thereby rendered ineligible.

On the occasion of the N. C. U. championships at Manchester it is hoped to arrange an international team race between English and Scotch teams. Possibly Ireland may join in, but the troublous state of the licensing question in Erin renders the prospect doubtful.

C. T. C. Privileges.

The Cyclists' Touring Club has secured yet further freedom for its members when visiting the continent. At Caen, Granville, and Bordeaux C. T. C-ites may now enter duty free on production of their current tickets of membership. Those booking direct to Paris now enjoy the same privilege, and members crossing the frontier into Germany, Switzerland, or Italy are readmitted free, provided they have the necessary seals attached to their cycles before leaving French soil. In the north of England the Northeastern Railway has announced a series of tours at reduced fares for both wheelman and machine. This concession is the result of C. T. C. pressure.

The London County Club dropped $800 over their race meeting last Saturday owing to the wretched weather ruining the gate. The falls last Saturday were due, it seems, to the clay working up between the battens, which in places were in a mossy condition through the continued wet. The surface has been thoroughly redressed and today looked in fine condition. Hillier showed me some samples of mossgrown clay and sand which he had lifted from between the battens at the spot where the accidents occurred. After continuous rain the London clay will force its way up through the sand upon which the wood is laid and the track evidently requires careful watching on the curves during such periods.

R. L. Jefferson is making splendid progress on his way to Moscow. On his first day on the continent he covered 125 miles. At the time of writing he is riding on Russian roads, by far the worst portion of his route. Short wires to the Viaduct inform Londoners of his daily progress.

C. W. HARTUNG.

PORT HURON'S CEMENT TRACK.

PORT HURON, MICH., May 21.—Some time ago the board of directors of the Port Huron Athletic Club decided that the surface of the cinder track which was used last year was not as good as the club desired and after looking over the various ways of improving it determined to lay a solid cement surface the full width of the track. The work was begun at once and is now nearly completed. The track will probably be finished within a week.

The track is a quarter-mile and is expected to be the fastest in the north central states. It is thirty feet wide at the tape, narrowing to twenty-five feet on the turns and twenty-one feet on the back stretch. The turns are well banked, the first turn having a rise at the outside of six feet, the height being reached at the center. The second turn is six feet at the center, rising to 7½ feet slightly beyond this point. The width here is twenty-six feet. The fastest riders who were on the track last year pronounced the grade of the turns as practically perfect for the highest speed. The new surface has not been made as smooth as the ordinary cement sidewalks but has been left slightly rough so that the wheels will get the best possible grip on the track.

The club has gone to a large expense in putting on this surface, but expects to have the satisfaction of getting some of the best riders in the country here during the season. They will start the ball rolling with a race meet on Decoration Day. There will be ten events, all in Class A, and seven of them will be open to all.

MEXICAN RACING.

SAN LUIS POTOSI, MEX., May 9.—The Veloz Club, Potosino, organized a few months ago, held a very successful race meet here on the 5th. The track cost $1,000, and is one of the best in the country. The club at present has some forty or fifty members, and expects many additions within the coming months. The membership is divided into proprietary and subscribing members, the first of whom govern the club's destinies by means of a board of directors appointed by them yearly. The present board consists of Francisco Gutierrez Ituarte, president; Francisco B. Ardila, secretary; Javier Espinosa, treasurer, and Roberto Ipina and Carlos Zozaya, associate members.

While cycling in this part of Mexico can hardly be considered to have had as yet a fair start, the indications are that it will soon be making rapid strides. Our riders have not yet developed their capabilities; some of them, however, will soon be in condition to make very creditable Mexican records after a little more hard riding and training, among whom might be mentioned J. B. Woodward, who won the two and four kilometer races on Sunday; Vicente Espinosa, also a winner of several races on Sunday, and young Arturo Gomez, barely fifteen years of age, who gives promise of good results as a rider.

Vicente Espinosa, Antonio Gedovius, J. B. Woodward, Arturo Gomez, Gabriel Reyes, Carlos Diez Gutierrez, Jose Valdez, and Teodoro Larrey won the eleven races.

WILL OFFER VALUABLE PRIZES.

BUFFALO, N. Y., May 21.—Within a few days arrangements will be completed for what promises to be one of the most successful race meets ever held in this part of the state. The meet will be held on the ever glorious Fourth of July under the auspices of the Press C. C., and if the affair is not a success in every respect no blame can rest on the shoulders of the men upon whom the responsibility of the meet has been placed. The best riders in both classes will be present, and it will be, without the least exaggeration, the greatest race meet the admirers of cycling in this part of the country have ever had the opportunity of attending. The chief event of the day will be the one-mile open, Class B, in which a $100 bicycle will be given to the first man at the quarter, half, and three-quarter mile post. These are all outside prizes. The men will also have a $650 piano to strive for as first prize; $100 second; and $50 third. The mile Class B was put in for the express purpose of bringing Bald and Dirnberger together. Both have promised to be on hand, and it will be a struggle for blood from start to finish

The Springfield (Mass.) Bicycle Club is receiving many communications in regard to the use of its track for training, and the season may be said to have begun, as Waltham opens the racing circuit on the 30th. Harry Tyler and F. B. Stowe, a Conway flier who has recently joined the club, and Maxfield, of Amherst, who is training for the intercollegiate races, are already on hand. Tyler and his trainer, A. E. Webb, who have just arrived from Louisville, Ky., report that they left Sanger there, and that he is in as fit condition as he ever was, despite the reports as to his being out of form.

The
Star
of the
Cycling Firmament

Built like a

The Solid Sterling

The ***only*** wheel that never needs repairs. Sells well, because it is the best bicycle built.

Catalogue free on request.

Sterling Cycle Works,

236-240 Carroll Ave., D CHICAGO.

Sieg & Walpole Co., 285 Wabash Ave., Chicago.
Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.

Watch.

IRVINGTON-MILBURN ENTRIES.

But 137 Riders Signify their Intention of Riding in the Big Event—Other New York News.

NEW YORK, May 20.—The entries for the Irvington-Milburn road race, to be run over that historical course in New Jersey on Decoration Day, closed on Saturday last, and number 137. It is probable that a few entries will yet be accepted if they be accompanied by sufficiently good reasons for their tardiness, but even at that there does not promise to be as large a field this year as was the case in 1894. Of the 137 entries received there appear but three Class B riders among them. In view of the enormous amount of advertising which the winner of this race gets, it seems strange that so few manufacturers thought well enough of the event to enter their representatives. With due regard to each individual rider entered it would appear that the back-mark men will comprise the following: W. A. Rhodes, A. H. Barnett, Chas. T. Earl, C. Ford Seeley, U. S. Paige, Thos. Hughes, Frank M. Dampman, David Simmons, and John Gardner. The handicaps will not be announced until the morning of the race, so says R. G. Betts, with whom the entries closed.

All Swelldom Awheel.

Brooklyn's representative social set assembled last Wednesday morning at Gormully & Jeffery's branch on Flatbush Avenue, from whence they wheeled to the Shelter House in Prospect Park and partook of breakfast. Owing to the muddiness of the roads the park commissioners issued a special permit for them to use the paths in the park. All those who rode in the party were presented at breakfast with a pretty souvenir in the form of a silver medal, appropriately designed, to which were attached dainty ribbons, allowing the medals to be tied to the handle-bars of the wheels. To those who attended the breakfast in carriages pretty silver stickpins were presented as favors instead of the medals. The affair was strictly a society event and was voted by all who attended to be a jolly success.

Chas. Schwalbach, president of the Long Island Trade Association, has turned over to that organization his July 4 road race, heretofore known as the Schwalbach handicap. All arrangements will therefore be taken care of by the L. I. T. A., who promise to make the event one of the star attractions of the season.

In the opening parade on the Coney Island Cycle Path, June 15, the main body of cyclists will be preceded by twenty policemen awheel. Through the cleverness of the Rambler agent in Brooklyn arrangements have been made to mount the "coppers" on "copper rims." The effect, aside from the advertising feature, will be at least one of uniformity.

Good Roads Agitators.

The Good Roads Association will hold its semi-annual meeting tomorrow evening at Liberty Hall, 1217-19-21 Bedford Avenue, Brooklyn. At the association's meeting last Thursday night over eighty new members were taken in. An offer was read from the Brooklyn *Eagle* in which that up-to-date journal stated its willingness to provide elaborate badges to all members of the Good Roads Association on the occasion of the cycle path parade, June 15. The members will not ride that day in a body, but in the ranks of their respective clubs, the *Eagle* badge serving as a mark of identification. Club entries for the big parade will close on June 8 with George T. Stebbins, 80 Hanson Place, Brooklyn. Several amendments to the association's by-laws will be acted upon at the meeting Tuesday night. Of these amendments the more important are those regarding increasing the number of the executive committee members from twenty-one to thirty, also the reduction of the number necessary to constitute a quorum from nine to seven members. This promises to be the most interesting meeting of any held to date by this association, the following city officials and prominent men in cycling having promised to attend: Mayor Schieren, of Brooklyn, City Works Commissioner White, Supt. of Schools Maxwell, Supervisor Dike, Judge Green, Chief Consul Potter, Ex-L. A. W. President Luscomb, and I. S. Bowdish.

Accidents in which cyclists play leading parts are becoming of daily occurrence of late, the most recent one to come to light being that of John Heinbinder, a twelve-year-old boy, residing in New York, who was knocked down and run over by a horse, drawing a heavy express wagon, last Saturday morning. The boy's left leg was broken and he was removed to a hospital where the surgeons fixed him up in good shape. Where this one particular mishap may not have been caused by the wheelman's carelessness, yet nine out of every ten cases are, and will continue to be, just so long as green riders attempt to do impossible things while passing along crowded thoroughfares.

Quite a wholesale raid on lampless wheelmen was made last Friday night under the direction of one Thomas DeWitt, of this city, a self-styled reformer and crusader against the breaking of city ordinances. Six riders of both sexes were the result of Friday night's vigil. With the exception of one or two, who were fortunate enough to secure bail, it was a sorry party of "natty" cyclists that presented themselves to Judge Ryan in the Yorkville police court, where the hearing took place on Saturday morning. Three of the total number were discharged with a reprimand, the others being fined $2 each.

Brooklyn Bridge Open to Wheelmen.

It looks now as though the Brooklyn Bridge roadway would shortly be opened to wheelmen free of all charge. Recently the *Evening World* suggested the presentation of a resolution to the bridge commissioners asking that the toll be reduced from 3 cents to 1 cent for each mounted cyclist. When President Howell, of the bridge trustees, was seen Saturday afternoon he said that he had almost decided to go the wheelmen one better and instead of reducing the fare to 1 cent for their benefit he would take it off altogether, so that in the near future, just as soon as the board of directors have time to meet and adopt such a change, the Brooklyn Bridge will be as free to wheelmen as any public thoroughfare.

Charles M. Murphy returned from Savannah, Ga., yesterday, looking as rugged and tanned as an Indian. Murphy speaks in the highest terms of the Savannah people's hospitality, having dined with Savannah's mayor and the governor of Georgia just prior to his departure for home. The track at Thunderbolt is in the hands of the sheriff at present, there having been considerable trouble regarding it of late. Murphy's first start will be in the Irvington-Milburn road race on Decoration Day. He will start from scratch, and the man who beats his actual time for the twenty-five miles will have to ride under 1:05:00.

W. H. Roberts, the K. C. W. racer who up to ten days ago was moving nicely in his training for the big race on Memorial Day, has apparently overtrained, and is now as stale as genuine hard tack. Two weeks since Roberts worked twenty-five miles in 1:10:00, finishing fresh and apparently with a lot of reserve speed left over, but yesterday, over the same course, on the same wheel, and with all the conditions the same as before, he absolutely died at the end of ten miles at a 3:10 clip.

A double century will be ridden on June 22-23 from New York to Philadelphia and return by the Manhattan Bicycle Club, of this city. A twelve-mile pace will be taken, and after a stop of over night in Philadelphia the return trip will be taken on the following day.

Discussing the Croton Aqueduct Measure.

A public hearing was granted the Croton Aqueduct measure last Friday by Mayor Strong, of New York, at which many arguments, principally against the idea, were presented. The hearing had been set for a later hour, Mr. Potter, chief consul of the state, and Instigator George E. Stackhouse, of the New York *Tribune*, therefore not arriving until the discussion had about drawn to a close. Those who objected most strenuously were the property owners, farmers, etc., along the aqueduct who said that to run the path as originally proposed would in many cases make a cycle path for the thousands of wheelmen, hereabouts, out of their front yards, orchards, etc. A number of the farmers candidly stated that their objections were based on their fears for the safety of their apples, peaches, and pears. Others stated that the wheelmen would run down their little children Sundays, on their way to or from Sabbath school. All sorts of weak and foolish theories were placed before the mayor as to the awful harm that would surely follow the building of a cycle path north of New York as proposed. To all this talk Mayor Strong thoughtfully scratched his chin. When matters seemed at an end Messrs. Potter and Stackhouse put in an appearance, prepared to do battle for the wheelmen's cause. After a fifteen-minute flow of eloquence on the part of New York's chief consul, and as long a likewise pyrotechnical attempt from Mr. Stackhouse, who originally started the agitation of the bill, Mayor Strong seemed favorably impressed and announced the hearing closed. Mr. Potter and Farmer Oakcake, of Westchester County, glared savagely at each other as they left the sacred chamber of the mayor, the latter having called all wheelmen thieves, speaking in regards to his apple orchard, whereupon Potter had taken exception to the remark, stating that *he* was a wheelman but no thief. Mr. Oakcake refused to retract his statement and Mr. Potter looked as if he would like to put on the gloves with the rural member for just about three minutes.

KANSAS CITY'S BIG EVENT.

KANSAS CITY, MO., May 13.—Local cycledom is absorbed in the Waldo Park road race and the merits and chances of the men who will contest it. Every afternoon and evening the course is kept red hot by the scores of men training on it and the hundreds of others who go to watch them. The publicity given this event by THE BEARINGS and the local newspapers, and the energetic work of the race committee, will result in bringing together a very numerous entry, a conservative estimate placing it at from 100 to 125. The St. Louis contingent will comprise a dozen of its best men, including E. A. Grath and the five Coburn brothers; and there will be delegations from St. Joseph, Topeka, Salina, Fort Scott, and Wichita. Prizes will be given to the first thirty-five men across the tape.

The completion of the new track, leased by the Y. M. C. A., will be hailed with delight by the small army of aspiring racing men. It is situated right in the city, four laps to the mile, and the banking surface and general arrangements are good. The track is now being used for training purposes and will probably be opened formally with a race meeting early in June.

CLEVELAND NEWS.

CLEVELAND, OHIO, May 20.—The first of a series of handicap road races given by the Cadillac Cycle Club for members only, was held on Saturday afternoon over an eight-mile fire-brick course. The day was perfect, and the large number of ladies who were at the start, most of whom wore the club ribbons, lent color to the scene. Paul Gilbert, one minute, won the race, and C. E. Proudfoot, scratch, captured time prize in 22:45. Another interesting event booked for the C.W. C. races Decoration Day afternoon will be a trial for the state mile, Class B, record of 1:59, now held by Conn Baker. F. B. Rigby will make the trial, paced by the crack tandem team Bernhart and Goetz.

They're Coming--Coming--Coming

The Sycamores are near. When may you look for the announcement? Shortly. Almost ready. Then you will see a Crimson streak shoot across the sky. Don't get worried. It is only the King Pin Class B rider at work on the records.

See Them Drop

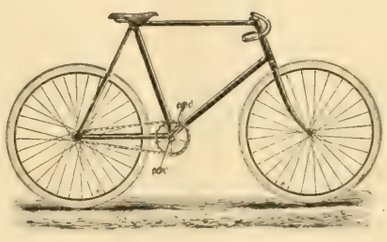
Like meteors leaving their track of fire behind on a clear night will this shooting star descend upon the marks left by the painstaking riders of note who exerted themselves a year ago. And also reflect that "King Michael" is on a Crimson Rim.

Keep Your Eye on the Crimson Rims.

Makers,

Syracuse Cycle Co.

Syracuse, N. Y.



Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

THE REPORTER WAS DISTURBED



The editor was thin. There is nothing remarkable in an editor being thin. Indeed, there is a popular idea that the work of an editor is such as will make any man thin. The strangeness of his being thin was the fact that he was always as cheerful and jolly as if he never had a care in life. When I say jolly I do not mean that jocular kind of jollity that is always looking for a chance to expend itself, but the kind that is always ready to join in the jollity of others, always ready for a good time.

The reporter was fat. I beg his pardon for saying so, but he *was* fat. He was jolly, too, but his jollity was the other kind of jollity. When he was not jolly he was just the reverse. So long as everything went to suit him nobody could be a more agreeable companion, but put a little trouble on his shoulders, and he was the personification of despondency.

The editor had an even temper; the reporter had a mercurial one.

The editor was only the editor of a weekly trade paper, but the paper was a success, and the editor did not want for the good things of this life. The reporter was a good one—was, indeed, reckoned one of the best in his line of business. He worked on a big daily. He did not want for the good things of life.

The editor sat in an easy chair with his feet on another reading exchanges.

The reporter came in and threw himself in a chair in a way that showed that something was wrong.

The editor just glanced at him and noted this fact. He did not say a word. He knew that it would all come out in time.

Finally the reporter's patience gave way and he exclaimed, "Why don't you say something, you dog?"

"Nothing to say," replied the editor pointedly.

The reporter sat glum for a while longer and then ejaculated for the benefit of the editor, "Say!"

The editor laid down his paper and looked up, keeping his finger on the place. He did not speak a word. With his eyes he said, "What is the matter?"

The reporter understood the question.

"The old man raised hell with me this afternoon."

"Deserve it?"

"Deserve it! No! Give a fellow three men's work to do and then rave because he did only two and a half. I'm going to quit the job."

The editor smiled, took up his paper, and said with a drawl, "Oh, no, you won't."

The reporter jumped from his chair as if some one had hit him and stalked up and down the office. The editor kept on reading.

"I'd like to know why I won't! I've worked for that old curmudgeon for three years and he never has said a kind word to me yet. I've done more good work than any three men on the paper and yet when he knows that I've been given more assignments than any living man could attend to, he 'calls me down' in the office right before all the boys. I won't stand it. I'll quit him. I'll quit him *now*. I'll write him a note telling him to find another slave. That's what I'll do."

A pause.

"Say, Jack, give me a job, will you?"

"No." The editor kept on reading.

"Why?"

"Too high priced." Still reading.

"I'll work for anything you have a mind to give me."

"Can't do it."

"You told me the other day that you had to have a new man."

"Yes."

"Well, why don't you give me the job? Couldn't I do the work?"

"Yes."

"Then what's the reason you won't take me on?"

"Don't want you."

The reporter paced the floor in silence for awhile.

"Say, Jack, will you lay down that confounded paper?"

"What for?" He still kept on reading.

The reporter paced the floor faster and faster. Finally he stopped near a table covered with a miscellaneous collection of books, papers, and such things as naturally clutter a newspaper office. He selected a paper-covered book and carefully threw it at the editor. His aim was good. It took the editor fairly in the head, knocking his eye-glasses to the floor, where they broke. The editor laid his book down on the floor, reached in his pocket, took out a reserve pair of glasses, adjusted them, and looked at the reporter.

"You *arn't* in an amiable frame of mind," he said deliberately. "Well, I don't blame you. It is unpleasant to work so hard. I couldn't stand it myself. Anything I hate is work."

"It isn't the work that I mind but it's being blown up when I've done my level best. You have a lot of slaves to do your work for you. You don't need to worry."

"Have I? If I had I wouldn't be boss. The fellow who could do the work would be paying me. Oh, no. I have to work but I hate it so much that I sail in and get it done in a hurry so that I can spend the rest of my time in resting. I have men who do not do a bit more work than I do, but they take three times as long to do it. That's all the difference. I'm too lazy to work slowly."

"Well, give me a job and I will work fast, and long, too."

"Couldn't think of it, Bob."

"Why?"

"I would want you to do the work of three men some day and when you didn't do it I'd swear at you. Then you would want to find another job."

"Don't tell me that. When you get mad enough to swear at a fellow you knock him down first and then forget the swearing. I wouldn't mind that half as much. You would have to apologize and that would make it all right."

The editor was flattered. He smiled and said, "So the old man never gave you a bit of praise for all your hard work?"

"Not a bit."

"How much did you get when you first went to work for him?"

"Twelve per."

"What do you get now?"

"Thirty-five."

"That seems pretty substantial praise, doesn't it?"

"It isn't the salary I'm kicking about. It's the treatment."

"You swine, if you don't talk sense I'll kick you out the building—beg pardon, the office. My jurisdiction ceases at the hall door. Then you



would have to find a new loafing place on account of the treatment. Now, Bob, you didn't ask my advice, but you came here to get it, just the same. You go back in the morning, and tell the old man how sorry you are that you couldn't do the work, and go on drawing your thirty-five per. If you don't, you are a bigger fool than I ever thought you were. Now I don't want to hear another word about your troubles. I'm going to read you some rot from this paper that will make you forget all your troubles."

PUMP.

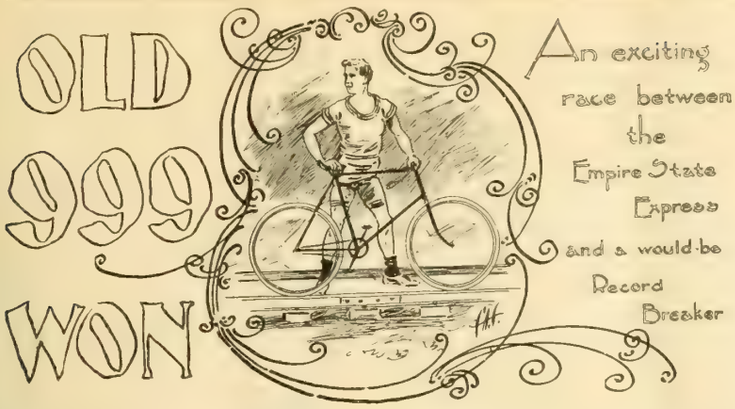
Pump, pump, pump,
I've missed my dinner and tea,
And I would that my tongue could utter
The thoughts that arise in me.

It's ill for the agent bold,
Who led me into this plight;
It's ill for the friend whose advice,
Has stranded me here in the night.

And the club has long gone on,
And left me to settle the bill;
But oh, for the touch of a vanished hand,
And the sound of a voice that is still.

Pump, pump, pump,
Till my fingers are worn to the bone,
And I find she leaks in another place,
And I might as well left it alone!—Bicycling News.

The two daughters of Senator Brice, who have been favorites in Washington society, will soon sail for Europe with the intention of making a bicycle tour of France. The trip will be made in company with friends, many of them from this country, and will extend to the most picturesque highways and byways, remote from the usual lines of travel. For the past two summers the Misses Brice have traveled abroad in the manner that wealthy Americans usually see the continent, so that the present departure from the conventional will be all the more enjoyable. The trip will occupy the entire summer.



"Recently I noticed an account of an attempt to be made by Charles M. Murphy, the well-known racing cyclist, to beat a railroad train," remarked the youthful aspirant to membership in the R. C. L. C. (Racing Cyclists Liars Club) in a hesitating and bashful manner the other day. "Now I do not wish to detract interest from Mr. Murphy's proposed trial, but in justice to a bicyclist who has much less claim to fame, I must say that this feat has already been successfully accomplished, but in so remarkable a manner indeed that I would be skeptical had I not been the fortunate, or should I say unfortunate, hero of the occurrence."

"Hear, hear!" shouted the shining lights of the club in chorus, for be it known that the Y. A.'s veracity was as yet an unknown quantity, and one of the most stringent rules of this really unique organization was that none but those whose truthfulness was beyond cavil were eligible to membership. These skeptical jeers disconcerted the Y. A., and, abashed by the stern faces of the arbiters of his fate, he was loath to continue with his tale. But reassured by a kindly gleam in the eyes of the venerable president, he summoned sufficient courage to proceed. "Gentlemen, by the looks upon your countenances," he said, "I can plainly see that no quarter will be shown me should I fail to convince you of the truth of my experience. Yet with a clear conscience I can face the terrors you may have in store for me, for, as remarkable and improbable as my story may seem, it is founded upon fact, and being so I have nothing to fear. Before proceeding further, I will state that even

The Natural Laws of Force and Gravity

were set at defiance by this episode in my life; one I can assure you which will never be effaced from my memory. Whether Dame Nature herself declared her laws nil for the time being to save me from a horrible death, I can not say; yet the fact that I am alive and sound today is conclusive proof that the phenomena now known as gravity, and discovered by that able scientist of olden time, Isaac Newton, was entirely absent when the occurrence I am about to relate happened.

"As some of you may know, I am an ardent cyclist, and have at various times and in different places tested my speed and endurance in actual competition, and though I do say it, I was very well satisfied with my ability to, in cycling terms, 'hold my own with the best of them.' But Fame was a fickle damsel, and one whom I had courted in vain for some time. Naturally I was anxious to rise in the ranks of racing cyclists, and to acquire a name second only to our great Zimmerman.

"While my ambition was at its height, a fad or, rather, a craze known as 'straightaway record-breaking' developed among the speed artists of the country. For your enlightenment I will say that this mania consisted simply in an effort to cover a level stretch of road or pavement in a shorter space of time than it had ever been traversed before. The record which was to be the victim of these attacks was the phenomenal time of 1:35¼ for one mile, made by that grand, good race horse Salvator, over a straight course, at Monmouth Park, N. J., in 1892. Johnson, that sturdy king of the silent steed, it will be remembered, on October 24, 1894, startled the world by riding the distance in 1:34⅘, or 1-10 seconds faster than man or beast had ever gone the route unassisted in the history of the universe.

"That Sterling Conqueror of Father Time

was the hero of my waking and sleeping thoughts from then on. 'Ah! can I but show to the world a more marvelous performance, and I have risen to the pinnacle of fame,' was the proposition that burned itself into my soul. Long and often I ruminated on the question nearest my heart, when, like a sudden ray of sunlight through a dark cloud, came an inspiration to my mind. 'I will beat the Empire State express itself,' determined I. But how? That thundering steed, rushing along at a mile a minute, seemed invincible to the efforts of puny man. However, the idea once born carried away all rational reasoning, and try it I must, even though the grim destroyer himself take me to his own for my folly.

"Thoroughly I trained for the trying ordeal, and had it not been for the irrational enthusiasm which possessed me, I would have seen the foolishness of my attempt. Finally the fateful day arrived. Carefully I scanned the division maps of the Central Railway to locate a suitable stretch of roadway, for be it understood I proposed getting in front of the locomotive, and by my own muscular exertions propel my bicycle along at sufficient speed to keep me out of harm's way. After due consideration I decided upon a level stretch along the banks of the Hudson below Yonkers. The Empire State was due about dusk, and that fact insured my carrying out the prearranged programme.

"The appointed time found me on hand and ready, aye eager, for the chase after fame and fortune. About 7 o'clock I emerged from a convenient place alongside the tracks, clothed in the regulation racing cyclist's abbreviated costume. Placing my bicycle on the off rail of the track used by the express, I awaited its coming. It was now dusk, and a mantle of darkness was thrown over my actions. Soon

"The Rhythmical Roar of an Approaching Train

warned me that the critical time was almost at hand. Carefully balancing myself upon the saddle, the wheel yet on the rails, I started slowly ahead. In an instant the headlight of the express flashed into view, and the iron horse was close behind. Now the race for life was fairly begun. I settled myself into the saddle, and grasping the handle-bars of my bicycle in a deathlike grip, I put forth every ounce of strength into my pedals. In an incredible space of time I was fairly flying along the road, the great speed making it comparatively easy to ride on the top of the two-inch rail.

"Closer, closer approaches the iron steed; harder and harder I pedal; I can almost feel the breath of the monster!

"'Can I keep ahead?'

"'No! It is upon me. God!! I am lost! Lost!!'

"My vision is blurred, and my brain refuses to perform its functions. A confused whirr fills my ears with a horrible sound, yet in my extreme terror I continue the superhuman exertions in a mechanical manner.

"Now the cowcatcher actually touches the rear wheel and my lips refuse to utter an involuntary shriek.

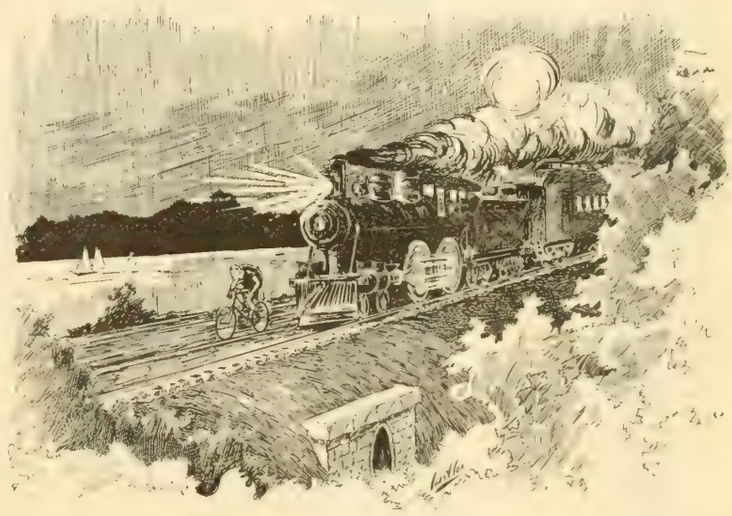
"Heavens! What torture. Childhood, long forgotten, seems to flit past my unseeing orbs mocking me in my utter despair.

"Ah! now for the crash. But—what is that—I seem to be leaving the iron rails but not to be dashed to death. Slowly, slowly the bicycle rises in the air, the wheels meanwhile churning the empty atmosphere.

"What new terror is this?

"Now I am Many Feet in the Air,

and the train rumbles along directly beneath me. How can this be? My bicycle is moving along in space. Gradually the train draws away, and I



see the gleaming rails below. Yet I am irresistibly carried along. The bicycle has again reached terra firma and I am riding along at marvelous speed directly behind the last coach of the express.

"The conductor, standing on the rear platform, seeing me uttered a shriek of terror. The train was stopped, and as it came to a standstill I fell off my machine unconscious.

"Tenderly I was carried aboard, and happily a physician was on hand to apply restoratives. From an unconscious state I passed into a delirium, which lasted three long weeks. When finally I became rational, I found myself in a hospital. Looking about I espied a nurse, to whom I propounded the query as to what had happened. The same question was asked of me, as my sudden appearance behind the train seemed very mysterious.

"Slowly collecting my scattered thoughts, the remembrance came back to me, and then the erstwhile mystery was solved.

"Now, gentlemen, after I recovered, the distance from where I started to the point where the train was stopped was accurately measured by a surveyor. It was five and one-fourth miles, and on the evening in question the route was covered in 4:30 by the express. Naturally I must have maintained the same speed. But I can assure you that this experience cured me of all desire to shine as a champion."

Meintjes Loses a Record.

LOS ANGELES, CAL., May 19.—Fritz Lacey, a local rider, yesterday lowered the twenty-five-mile competition record, held by L. S. Meintjes, made at Chicago, August 12, 1894. Lacey's time was 1:03:06⅗. The record held by Meintjes was 1:04:06⅗. Emil Ulbricht was second.

THE DUNLOP TIRE

Costs more than other tires and for that reason some manufacturers strenuously oppose it, others sell it grudgingly, but the leading makers, who are jealous of their reputations and use only the BEST, gladly recommend it.

FOURTH INSTANCE,

The Columbus Bicycle Co.

SUPPLY IT ON THEIR

HIGH-GRADE

SAFETY BICYCLES

AND THIS IS WHAT THEY SAY OF IT:

AMERICAN DUNLOP TIRE CO., COLUMBUS, OHIO, May 2, 1895.
New York City.

GENTLEMEN: We have used quite a number of your tires this year and have had very little trouble with them.

If our future experience pans out as well as the past we shall be very well satisfied indeed.

Yours very truly,
COLUMBUS BICYCLE CO.

AMERICAN DUNLOP TIRE CO.

504=506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL. **36=38 Lombard St., TORONTO, CANADA.**

IT IS A SUCCESS

The Dunlop Tire on the Wood Rim

It gives no trouble either to the manufacturer (who pays more for it) or the rider (who can get it without extra cost).

INSTANCE No. 5,

Julius Andrae & Sons Co.

SUPPLY IT ON THEIR

ANDRAE CYCLES

AND THIS IS WHAT THEY SAY OF IT:

MILWAUKEE, WIS., May 13, 1895.

AMERICAN DUNLOP TIRE CO., Chicago, Ill.

GENTLEMEN: We have been using your '95 detachable tires since December last, and have found them entirely satisfactory, having had no complaints up to the present writing.

Yours respectfully,

J. ANDRAE & SONS CO.,

H. P. Andrae, Treas.

AMERICAN DUNLOP TIRE CO.

504-506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL.

36-38 Lombard St., TORONTO, CANADA.

THE BEARINGS — Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, MAY 24, 1895. No. 12.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"AIM STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

A Case of Mistaken Identity.

We are just in receipt of a letter from a West Side Auction House of this city, which among other things says, "We thank you most cordially for enabling us to build up so large a business."

As this letter was not addressed in the usual style on the inside, but was merely prefaced by the impersonal term "Gentlemen," we can forgive the W. S. A. H. for their grievous error. But we would have them understand, as well as the public in general, that when the time comes that Fowler wheels are found in auction houses, the proprietors of said houses will never have a chance to write us letters to thank us for enabling them to build up their trade. Before that day dawns the Hill Cycle Mfg. Co. will be peacefully reposing in the realm of shades where good corporations go after they have finished their earthly mission. Birds, yea even cockroaches, will build their nests and play hide and seek within the walls whence other birds have flown and where the hum of machinery, at twenty-four hours on a stretch, had so long disturbed the neighboring tenants.

We are thankful that we can be thankful that we do not build auction-room bicycles. Had we followed out the plans of which our competitors would have approved we might now be sending crates without names on, filled with wheels without name plates to the auction rooms to realize cash on them, instead of running twenty-four hours a day to supply as many of the best agents in the United States as our altogether inadequate facilities will permit.

No, gentlemen, no; your letter came to the wrong number. You haven't us to "thank most cordially for enabling you to build up so large a business."

On the Eve of Battle.

By the time THE FOWLER TRUTH reaches its readers the immense work of the handicapper will have been completed, and the knowing ones will have picked the sure winners from among their friends and acquaintances. By the time the next FOWLER TRUTH reaches you the greatest road race in the world will have passed into history. Five hundred and thirty-four riders are entitled to start—at least four hundred of them will start. We do not believe that in the history of the world there has been such competition both between the riders and the makers as in the 1895 Chicago road race. Dark horses are in great abundance. Reports come into headquarters that this man or that man has a "great chance," a "sure thing," a "lead-pipe cinch." When sifted down it is found that there are really but few good, quiet men.

We can not blame the rider for his earnest endeavor to place the Chicago road race scalp in his belt. In our opinion it is the greatest race in the world, and if there is any value in winnings, it is more valuable than any other win in the world.

There is no question but that there exists between makers a fierce rivalry as to what make of wheel will win. We are in position to judge as to the value of the race and the very great interest manifested, as well as the rivalry existing between manufacturers. Since first the shingle bearing the name of "The Fowler" was tacked on the door, we have participated, or rather our wheels have, in two of these races no less important. In 1893 it was our good fortune to have a Fowler under Martin Nessel who astonished the knowing ones by running into the first time prize, and defeating the best western road riders. This, together with a large number of other wins, gave the Fowler its start for popularity, which has proven to be unequaled in the history of bicycles.

Some hundred thousand people in 1894 saw Fred Rau and Joe Beznek cross the tape, both riding Fowlers. We frankly admit that the winning of the 1894 race was a great pleasure to us, and we have endeavored in the last twelve months to frequently bring it to the attention of the readers of THE FOWLER TRUTH that there was a Chicago road race in 1894 and that the first and second men in both rode Fowler Bantams.

The chances for any particular make of wheel, much less for any particular man, in the winning of this race, are very small, and while we feel that we have a splendid show, yet it may be that the Fowler will not be under any of the twenty men who first cross the tape. We sincerely hope that we can advise the readers of THE FOWLER TRUTH that again the Fowler wheel has been victorious, but if we can not, we surely can and will congratulate the winner, as it is a feather in the cap of any manufacturer to have this great race won on his wheel, and whatever is the outcome, here's to the winner of the great Chicago road race, and may he ride a Fowler.

As Usual: Fowlers vs. The Field.

This is a new story under an old head. Rockford, Ill., is renowned the world over for the immensity of its manufacturing interests, and especially for the justly celebrated Rockford watches. It is a remarkably pretty city of some 33,000 inhabitants, and is a thoroughly up-to-date town as shown by the fact that there have been more Fowlers sold in Rockford this year than ***all other high-grade wheels put together.***

Burr Bros. have been doing the hustling, and although competition has been bitter, and all sorts of stories regarding the Fowler have been circulated by competitors, yet people still continue to buy, and those who have bought, continue to be satisfied, and Messrs. Burr Bros. still continue to send in orders.

The race as viewed from the judge's stand is very interesting, and while it is barely possible that the agents for high-grade wheels may altogether during the season equal the number of Fowlers sold, yet it still remains,

Fowlers vs. The Field.

THE BEARINGS
The Cycling Authority of America

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

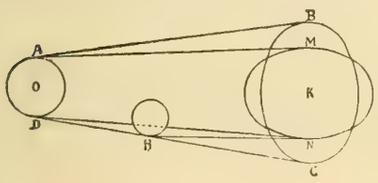
ELLIPTICAL SPROCKET WHEELS.

The remarkable performances of Johnson on a wheel fitted with an elliptical sprocket wheel and the subsequent marketing of the elliptical device will be well remembered. It was found that the elliptical sprocket, while of no especial use on the track or on level roads, was of considerable advantage in hilly country. Its advantages were, however, more than offset by the disadvantage of a constantly slackening and loosening chain, which not only interfered with the efficiency of the rider's work, but was absolutely dangerous, through the tendency of the chain to jump the sprocket wheels when the chain was loose, and to ruin the wheel and throw the rider.

A Frenchman who has been experimenting with a compensating device for use with elliptical sprocket wheels seems to have solved the difficulty satisfactorily. He has used his device for the last six months and has found it perfect in every respect. The problem that he had to solve was the following:

To find a device that would regularly and automatically produce a sufficient tension on the chain to prevent its jumping the sprocket wheels when the small axis of the ellipse was in a vertical position, viz., when the pedals were found at the dead point or near it, and finally to eliminate, or practically eliminate, friction from the added device.

The device that he has hit upon has been found to answer all these requirements, and is, at the same time, simple and cheap.



In explaining the device it is first necessary to consider the different positions of the chain running over an elliptical sprocket wheel. O is the sprocket wheel on the driving wheel of the bicycle and K the elliptical sprocket wheel at the crank hanger. The chain follows the line A M N D when the small axis of the crank sprocket wheel is in a vertical position. When the large axis is in a vertical position it follows the line A B C D. The point where the chain leaves this sprocket is changed, and takes all the positions between the points N and C, which are its extreme positions.

Then if a fixed point, H, is placed in the line D C, by which the chain will be obliged to pass constantly, it can be seen that the presence of this point will be without effect upon the tension of the chain when it is in the position D C, but in the inverse position, D N, this same point will force the chain to describe a broken line, D H N, no longer than the straight line D N that it follows normally. This line has its maximum length when the chain has its minimum of tension and vice versa. The result is a compensation that six months' practice has demonstrated to be sufficient to completely prevent all shocks due to the use of the elliptic sprocket.

It must now be demonstrated that the use of the fixed point H causes no sensible increase of friction in practice. Examine the different phases of the tension of the chain during its run. When the pedals work, the chain is stretched in its upper half A B or A M, and slightly stretched in its lower half D N or D C. Running backward—that is, in back pedaling—the work of the chain is changed, the tension is produced in the lower part of this organ of transmission and a slight expansion is caused in its upper part. In the first case the pressure of the chain upon point H is almost nothing, while in the second it is considerable.

By the use of an idle sprocket wheel running on balls at the point H, the friction is made a rolling friction, which is not great. To estimate the resistance due to the friction of this disk upon its axis the following formula is given:

$$R = A \times \frac{P}{r}$$

in which R represents the resistance due to the friction of rolling; A represents a coefficient depending upon the hardness of the material in contact; P represents the pressure exercised upon the axle; r represents the diameter of the balls.

It can be seen that the resistance is due to the friction proportioned to A and B. Now, A is a very low coefficient, by reason of the hardness of the material employed in making the cases and the balls; as to P, it has been seen that the pressure is nothing in a normal run of the cyclist and maximum in backward pedaling. Then the term $A \times \frac{P}{r}$, which in mechanics is always a very small quantity, is found much diminished in this particular case, since P has no sensible value. Consequently the resistance R is in the class of infinitesimal quantities.

It is only when back pedaling that the pressure exercised is considerable and that the friction is felt; but in this case it is advantageous, since it tends to help the rider in slowing the speed of his machine. As to the resistance of the chain, due to friction upon the disk, it is equally proportioned to the pressure upon it; now as the pressure is nothing, this also enters the category of infinitesimal quantities. Consequently the advantage resulting from an elliptic sprocket wheel may be enjoyed without its previous disadvantages. The machine on which the experiments were made is said to run well over hills. The driving wheel when spun around always oscillates before stopping, an irrefutable proof that its sensibility has not lessened by reason of the compensating disk.

THE NAPOLEON AND ITS MAKER.

Just at the present time 20 Custom House Place seems to be the Mecca of a good many Chicago wheelmen. Especially is this so at the noon hour, when a constant stream of wheelmen turn off from Van Buren Street and call at No. 20. The elevator boy in the building has gotten used to them and he always stops at the fourth floor. "Jenkins Cycle Co.," he yells, and the cage is emptied at once. It is only by hard work and much crowding that one can get into the office. Messrs. Jenkins, Velly, and Padgett are each surrounded by little groups and the hustle and bustle of the place is almost indescribable.



C. E. JENKINS.

A BEARINGS' representative paid a visit to this beehive of industry one day this week. He found the same crowd and he was thankful when he found one little corner where he could stand without being crowded. Mr. Jenkins was buttonholed by three different wheelmen at once, and the universal cry was, "When do we get our wheels?" "I'm doing the best I can," was Mr. Jenkins' reply. "Pray have a little patience, can't you? Give a fellow a chance to breathe. When did you give your order?"

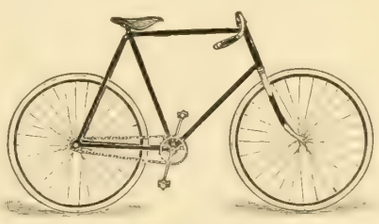
"Ten days ago."

"Well, then, you can't have a Napoleon until next week. That's the best I can do for you. I'll put you on the list," and Mr. Jenkins pulled out his famous little book and inscribed therein the name of the anxious wheelman. When a name goes into this little book the owner of it is sure to get the wheel when promised, so the kicker left the office with a satisfied smile on his face.

After waiting ten minutes THE BEARINGS' man was at last able to catch Mr. Jenkins' eye and the busy manager left the crowd of clamoring customers to attend to the wants of the newspaper man. "That's just the way it is all day," said he. "They are never satisfied and keep howling for wheels until I am driven nearly crazy. I'm working day and night to fill orders, but the more wheels I turn out the farther I get behind in orders. Why, I actually thanked a man when he came in this morning and canceled his order. He was surprised when I told him that I wished there were about 100 more like him. Come along and I will show you how we make Napoleons."

Mr. Jenkins led the way through a door into the factory. The buzzing machinery and the busy men formed a scene of activity that spoke louder than words. Fifty men were hard at work, and it would have been impossible to have put in any more men without crowding. Napoleons in all stages of construction were seen on all sides. In the assembling room Superintendent of Agencies Padgett had his coat off and was working like a beaver directing the movements of the assemblers. It was this way in every department, every man working as if his life depended on the number of wheels turned out by the Jenkins Mfg. Co.

Two months ago C. E. Jenkins left E. B. Preston & Co., makers of the Czar, and organized the Jenkins Cycle Co. The success of the new firm was assured from the start, for even before the sample wheel was out Mr. Jenkins had received a large number of orders. Chicagoans had confidence in Mr. Jenkins, and ordered wheels, being satisfied that he knew how to make bicycles. Mr. Jenkins came fully up to expectations, for in the Napoleon he has one of the best bicycles on the market. There are many improvements on it, and it is up-to-date in every particular. THE BEARINGS' man gave it a trial on the road, and found it to be one of the stiffest machines he had ever ridden. The light roadster weighs 19 pounds and the roadster 22 pounds. There were several of these machines on the recent Hamilton-Cincinnati run, and they all stood up nobly. The Josephine, the ladies' wheel, is a little beauty, weighing 19 pounds. As soon as he can find time Mr. Jenkins will turn out a tandem. He has designs for it, and the big machine ought to be a beauty.



Napoleon.

Since the Jenkins Cycle Co. started operations two months ago over 500 orders have been received, and of these 100 have been filled. Machines are now being turned out at the rate of ten a day, but this does not seem to help matters much, for new orders come in by every mail. What is needed is

more room, and June 1 another floor in the building at 20 Custom House Place will be secured, which will give Mr. Jenkins room to move about.

Associated with Mr. Jenkins are John H. Kelly, a bright young man who can attend to more business in one minute than an ordinary man can in half an hour, and Frank A. Padgett, who looks after the agents. This trio are rapidly making the Napoleon famous. In another year this machine will be one of the best known in the market.

NEW YORK'S LOCAL BOARD.

NEW YORK, May 20.—Committees from the National Board of Trade of Cycle Manufacturers and New York Cycle Board of Trade met last Thursday in the rooms of the former organization and held an informal consultation, during which a number of new ideas were decided upon and many suggestions exchanged. The first formal meeting of the two boards will be held tomorrow night in the national board's offices, at which much interesting business will be transacted.

The local organization's book of rules and regulations will be ready in a week or ten days. Proof sheets of the book have been shown THE BEARINGS' correspondent, who gives in a condensed form all the important points therein contained. The official name of the association is the New York Cycle Board of Trade. Its objects are to promote harmony and good fellowship among the local trade; to effect co-operation in correcting abuses that are injurious to the general interests of the trade, and to adopt such means from time to time as may appear expedient for the mutual benefit of cyclists and the bicycle trade.

Regarding membership, any dealer in cycles, accessories, or parts having a place of business in New York, or any manager of a foreign firm's branch here, who may be in good standing, will be eligible to membership. All applications shall be made in writing to the secretary, action being taken on such applications at the next following meeting. Two-thirds of those members present at such meetings must vote in favor of the admission of an applicant to membership, or such application shall be cast aside. All voting must be done in person, no proxy voting to be allowed. Each member is entitled to one vote on any question.

Standing committees shall consist of membership, highways, and dealers' protection. The highways committee will consist of seven members, each of the other two having five members. All other committees will be appointed by the president.

Nomination of officers and the duties of the various officers are governed by the same rules as are in vogue generally, with the exception of the secretary, whose duties are set forth in the constitution and bylaws as follows (after the regular routine secretary's work regarding the keeping of the records of all meetings, etc.):

He shall keep a special book in which shall be recorded the names of delinquent customers of members of the association, and numbers and names of stolen wheels reported by members of the association or any owner of a bicycle, and shall report them to the members of the association on Monday of each week, etc.

As to meetings, they will be held on every third Tuesday in each month at 8 p. m. The annual meeting, at which the election of officers, etc., is transacted, will be held on the third Tuesday of every October at 8 p. m. At all meetings seven members will constitute a quorum, with power to act on any matter.

The entrance fee to membership in the association shall be $5 and the dues $12 annually, payable quarterly in advance.

From all appearances and promises the New York Cycle Board of Trade will develop into a power hereabouts, exercising its influence, as it will, in keeping out all unscrupulous outsiders who might otherwise drift into the trade.

NO LET UP IN THE DEMAND.

PHILADELPHIA, PA., May 19.—Notwithstanding the wintry weather of the past week or so there has been no let-up in the great demand for wheels; orders have been increasing right along, and if bicycles keep on arriving as slowly as they have done, it is safe to predict that many riders will have to wait until early fall for their mounts. Persons ordering machines can not even get "trial" wheels, the dealers having sold these machines in order to satisfy customers. In many instances the dealer's time is taken up by answering questions, and day after day cyclers will walk into the stores and inquire, "Has my wheel come yet?" The answer is invariably in the negative, and then the questioner will turn and go away wondering if he will have an opportunity to ride before next winter.

This "putting-off," although not the fault of the dealers is sure to hurt the trade more or less. This is demonstrated by the number of orders for wheels that have been countermanded with some of the hardest pushed merchants.

Single machines are scarce enough, but tandems are worse, and

A High-Grade Tandem is a Scarce Article.

There has been a great demand for this kind of machine, but very few riders have been fortunate enough to have them delivered.

Weise & Bowen, the agents for the Stearns wheel, in addition to their many orders for single machines have had a great run for tandems, but up to the present writing only one tandem has been received since the first of the year. This firm is doing its utmost to get machines, but the factory, notwithstanding that it is running in full force, has not been able to keep up with the supply. With this firm there is more of a demand for high-frame wheels. There are low-framed machines in stock, and as many prefer these to a long wait the number is decreasing rapidly.

James McCaffrey, of the McCaffrey Bros. File Works, of 5th and Berks streets, says he will produce a rider who he will back for from $500 to $10,000 in a five-mile race with any man in the world, not barring Zimmerman or Johnson. Mr. McCaffrey bases his faith on a new bicycle harness which he has invented and patented, with the aid of which he claims to have seen a bartender ride a mile in 1:13. Will wonders never cease!

The only John Backus, better known perhaps as the "Dark Secret," once the trainer of Arthur A. Zimmerman, is the latest addition to the local trade. Backus a few days ago entered the employ of Weise & Bowen, and is now helping to sell the popular Stearns. Although Backus has a great propensity for borrowing money from every person he meets, "Gil" Weise says he hasn't been "touched" yet, which is indeed wonderful.

Backus Rides an Orange-Enameled Stearns,

and, riding about the city as he does every day, is the envy of all the colored people of the town. He says he is going to Australia in July with Zimmerman.

Harry Cain is doing a good business with the Arrow and Andrae bicycles. He has succeeded in getting a good many new riders on these popular makes, and he has hopes of many more. So far the delivery of wheels has been satisfactory, and if it only remains so, a big business is predicted for Mr. Cain.

President Smith, of the Indiana Bicycle Co., has been a visitor to this city for several days past. He is well pleased with the showing made by the local agency under the management of Mr. Simmons.

THE THISTLE RIDING-SCHOOL.

As you come out of the Isabella Building, where THE BEARINGS offices are located, and approach Wabash Avenue a new sign greets your eye. It is on the northeast corner and informs you that the Thistle Bicycle Riding-School is located at 276 Wabash Avenue and that the school is open from 9 a. m. to 10 p. m.

The new school was opened by the Excelsior Supply Co. last week and four instructors, under the management of Head Instructor Jack Batiste, are kept busy all the time. Last Friday a BEARINGS' representative, accompanied by the artist, was shown through the school by Messrs. Plumb



and Fuller. The large hall, 100x60, was brilliantly lighted by numerous incandescent lights on the ceiling. Everything about the place was neat and tasty and it was a pleasure to sit and watch the uniformed instructors running around the hall, each with a lady in his care. A party of well-dressed ladies and gentlemen watched the scene from comfortable chairs and every few minutes one of the ladies would speak encouraging words to one of the beginners.

The new school already has a large patronage and under the able management of the Excelsior Supply Co. should be one of the best schools in the west.

Colonel Pope Retires from the Shelby Company.

The Pope Mfg. Co. has disposed of its entire holdings of stock in the Shelby Steel Tube Co., Colonel Pope and Mr. Day retiring from the board of directory. W. E. Miller, of Grafton, and H. M. Dick and Col. John Dempsey, of Shelby, were elected to fill the vacancies. This now puts the Shelby Steel Tube Co. in position of not having a bicycle manufacturer interested either as director or stockholder. B. J. Williams, cashier of the First National Bank of Shelby, was re-elected treasurer.

The partners in the Corfe & Duff Cycle Co., of St. Louis, W. G. Corfe and R. C. Duff, have separated, and R. C. Duff will continue the business alone. Corfe has gone with the new cycle house which opened in St. Louis last week, the International Wheel Co., located at 3,100 Olive Street.

ENGLISH TRADE NOTES.

LONDON, May 11.—The general trade reports from Coventry continue to be good, and orders are still coming in. It is, however, generally admitted that the margin of profit, so far as cheap and second-grade machines are concerned, is less now than it has ever been, though I gather that really first-class cycles continue to command fairly heavy prices. Many, in fact most, of the larger houses are working over time. Several of the Wolverhampton firms have also experienced a very busy season, and Messrs. Hobart, Bird & Co. have had their factory going from 6 a. m. to 11 p. m. for a long time past. Just prior to Easter they had to keep some of the departments at work all night, so great was the demand. They are now making the No. 4 Imperial Hobart with a low frame to suit lady rationalists. As a matter of fact, however, there are not many ladies of the bloomer persuasion at any rate in the London district, while I have never seen even one in Coventry or any of the Midland towns.

The Demand for Cycle Parts

is also very great just now, and such houses as the Eadie Mfg. Co. are being taxed to the uttermost to supply the requirements of those firms who do not make all their parts themselves. The Eadie company is doing particularly well, and customers are actually making long journeys to the works and bringing goods away with them, rather than wait until they can be dispatched in the usual way.

The Scottish Pneumatic Tire Co. has been incorporated under the Companies Act, with a capital of $60,000. I understand that all the capital has been subscribed privately, so that no shares will be offered to the public. The tires are rapidly becoming popular, and the only alteration in the title of the company is the addition of the word "limited."

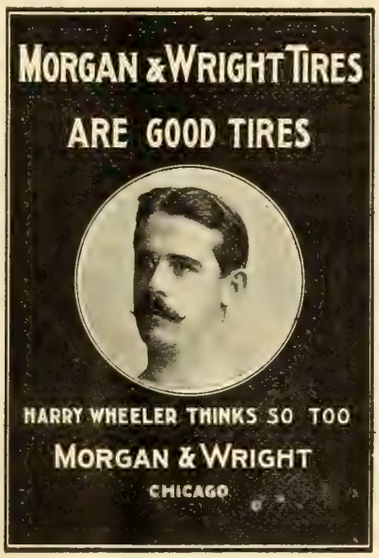
There is a rumor to the effect that a leading member of the staff of one of the largest tire companies is about to resign his position. So far no name has been mentioned, but everybody seems to believe that there really is something likely to transpire at an early date which will be rather startling.

Every one connected with the trade is on the *qui vive* of expectancy as to the result of the action being brought by R. L. Philpot against his late employers, the Rudge Cycle Co., Ltd., for wrongful dismissal. One or two well-known racing men are, I hear, to be called as witnesses, and it seems likely that some very

Surprising Revelations will be Made,

always supposing that the case really does come into court, of which I am a little doubtful as yet.

Another new tire company, namely, the Sectional Pneumatic Tire Co., Ltd., was registered on April 23, and the nominal capital is fixed at the modest sum, for an unknown tire, of $150,000 in $5 shares. The objects of the company are to acquire, develop, and otherwise deal with the inventions of a T. R. Piner in respect to improvements in pneumatic tires. What these improvements are I don't know, for to tell the truth I have never before heard of either Mr. Piner or his tire. A good many people seem to be equally ignorant.



More of the aristocracy are taking to the wheel, and Bayliss, Thomas & Co. have lately received orders from Lord Howard, Sir George Clerk, Sir E. Newdigate, and Lord and Lady Vincent.

The nineteenth Stanley Show is fixed for November 22 to 30, inclusive, and it will be held at the Agricultural Hall, Islington, as last year. The proposed date of the National Show has not yet been announced, but I understand that it will closely follow the Stanley venture.

A Mr. T. Pickin, of Manchester, has invented

A New Crank-Bracket Gear Wheel

in which the driving is said to be done from the outside edge of the wheel. This is rather a vague description, but I understand that the inventor claims more power by his arrangement. How this can be I don't know, but doubtless a company will shortly be started to experiment with it.

The shares of one or two of the large cycle making firms have shown an upward tendency lately, and on Tuesday last Humber & Co.'s were quoted at $30. This, of course, is but a small advance compared with the present prices of one or two tire companies' shares, but nevertheless it shows that a really first-class house, with a good name to back it, can secure public confidence. I for one should very much like to hold some Humber shares at the present minute, but alas! I don't.

The racing season has now fairly commenced, and so far the Boudard gear has not shown up much upon the track. How is this? If it be indeed a speed-gear where could it show to more advantage? Echo answers, "Where," but the company replies not. On the road we are told that it is of wonderful utility, but I have only seen one Boudard machine out upon the highway so far this year, and yet my riding total has amounted to upward of 2,000 miles. Surely something should be done to convince the public that added friction is added power. So far there are some dense people who don't seem to believe it. WILL O' THE WISP.

Money is the nerve of all records.

GOTHAM TRADE HAPPENINGS.

NEW YORK, May 20.—The Gormully & Jeffery Mfg. Co.'s Brooklyn branch at 415-17-19 Flatbush Avenue, under Chas. Schwalbach's management, is doing a splendid business. In addition to the huge number of sales which are recorded daily at Schwalbach's, the riding-school, located in the rear of the spacious emporium, is kept uncomfortably crowded at all times by the elite of Brooklyn, who patronize this place exclusively. Between 300 and 400 lessons are given daily by the sixteen colored instructors employed by Mr. Schwalbach, who has put all his teachers in dark-brown uniforms trimmed with black braid. Over fifty persons are turned away daily, owing to the cramped floor space, which, even at that, measures 50x100 feet, without a post or pillar of any kind to break the clear surface.

The most recent addition to the already large list of riding academies in Gotham is located at the northwest corner of 107th Street and Third Avenue. Albert Schoch, the long-distance rider, is managing this school, and from the manner in which the people of that neighborhood have taken to visiting the new place, its immediate success seems assured. Manager Schoch has found it necessary to increase his force of assistants already, the academy not yet being ten days old. Liberty wheels are used on the floor, in addition to which a large stock of high, as well as lower, grade machines are to be found in the sales department.

Has Three Branch Houses.

During the past six weeks the American Bicycle Co., with headquarters at 115 West 125th Street, has opened three branch houses in the downtown district at 4 Cortland Street, 77 Nassau Street, and 19 Park Row. Two hundred American Specials are now being built for this concern at the factory of a leading manufacturer in the east. These Specials will list at $60, and Manager Levy says they will be equal to many $100 bicycles. They will weigh 21 pounds each, and will be constructed in two styles, diamond and drop frames, the latter machines weighing 23 pounds. Cheap prices are placarded on every wheel in Mr. Levy's several stores. A full line of sundries, accessories, and small wares for wheelmen, which has been purchased in job lots, enables this firm to offer these things at prices next to nothing. The American Bicycle Co. has over 2,000 wheels on hand at all times, no matter how great the rush, and correspondence with firms that are "short" on bicycles is solicited.

Prominent Theatrical Riders.

Prominent among the many theatrical folk who patronize the palace-like Metropolitan Bicycling Academy at the Boulevarde and 60th Street are Pauline Hall, Queenie Vassar, George Boniface, Jr., Fouquet, the French danseuse; Wm. Crane, "The Senator"; R. H. Roberts, of The Fatal Card Co.; Harry Conor, whose well-known impersonation of Mr. Welland Strong in "A Trip to Chinatown" is always pleasant to recall; Wm. Gill, the comedian; Wm. Gillette, author and star in "Too Much Johnson"; Burr MacIntosh, Nat C. Goodwin, Richard Mansfield, Lillian Russell, Cissy Fitzgerald, Cissy Loftus, Mrs. Andrew Mack, Glen MacDonough, Ralph Delmore, and perhaps 200 more, those mentioned above, however, being familiar names to all theater-going people throughout the country. In addition to the theatrical patronage which the metropolitan academy has obtained, society likewise makes this its rendezvous throughout the week. Governor Levi P. Morton's two daughters are taking lessons regularly, as are the Misses Armstrong, Countess Nauma, Miss Dana (daughter of Editor Chas. A. Dana Miss Miller (daughter of Warner Miller), Mrs. Henry Havemeyer, Mrs. Blair, and a host of others. R. G. Dun, of the Mercantile Agency; David B. King, president board of park commissioners; Wm McK. Twombly, Millionaire Vanderbilt's son-in-law; Gen. Nelson A. Miles and entire staff; George Slosson, the billiardist; E. B. Talbot, manager New York Baseball Club; Dr. Jno. O. Williams, the eminent physician, and others too numerous to mention, make it a point to drop in daily at one time or another to either take their lessons or practice rides. As a gauge to the tremendous amount of business which the Metropolitan Bicycling Co. does, the net receipts, over and above all expenses for the past three weeks, have averaged over $3,000 weekly. Every Sunday over 250 rental wheels are let out for the entire day, and things in general are sizzling with the concern.

Coming Into Favor.

Hulbert Bros. & Co., 26 West 23d Street, this city, report favorably on the manner in which the Mesinger rattan saddle has caught on with the cycling public. This saddle, which is made of rattan and hickory, instead of steel and leather, is both light and comfortable, besides presenting a really attractive appearance.

George W. Cole & Co., makers of the celebrated "Three in One" compound for cleaning wheels, have been receiving orders regularly from all parts of America, as well as from Europe. This compound, which not only cleans nickel, but prevents rust as well, makes a handy little article to carry in one's repair kit or saddle bag on tours or road runs of any distance. Their New York office is at 111 Broadway.

The new Harlem Cycle Academy on West 125th Street, near Seventh

Avenue, under Stephen T. Moen's proprietorship and Frank Albert's management, jumped into popular favor on the very night it was opened, some six weeks since. Evening finds the place crowded regularly, and Manager Albert has been compelled to increase the number of constructors from three to eight, each week necessitating a larger force. Roland Reed and his entire company are learning to ride here. Albert leaves for a professional racing trip to Ontario on the 22d.

John Woods, manager of the Harlem Bicycle Co., Lenox Avenue, near 125th Street, has two featherweight Mungers on exhibition at his store. The wheels weigh 10 and 13 pounds respectively, and look strong enough to carry a 200-pound rider almost anywhere. This concern represents the Munger line in New York, also the Imperial, both of which makes are popular mounts in Gotham.

If cycling, as it is at present, is only a passing fad, then A. G. Spalding & Bros. do not intend to have it die out without getting something out of it first. To enter Spalding's, on Nassau Street, any day, let us say at noon time, one is reminded of a football game as played by college teams, a crush in the betting ring of a race track on Derby Day, or anything else where more people are crowded into one space than that space will accommodate, and all squirming to get out or further in. Especially was this true last week during the monster sale of cycle suits and wheelmen's wearing apparel. Bloomer suits of excellent quality went at astonishingly low prices, and for ten straight days nothing but pandemonium reigned. Meanwhile the Spalding wheels are going as fast as they can be uncrated, and every one about the place, from Frank Borland down to the office cat, knows that the athletic season is here.

League Cycles for Sale Cheap.

A. H. Parker, former superintendent of the League Cycle Co., of Hartford, Conn., maker of the League chainless bicycles, has entered into a contract with that concern whereby all wheels of last year's pattern that are on hand are to be closed out at retail. These machines are all brand new, and although their list price was $125 they can now be obtained for $65 each. Special prices will be quoted jobbers who may desire to purchase lots of five or more. Mr. Parker's Hartford address is 249 Pearl Street.

Large dry goods stores in New York, like Siegel & Cooper's in Chicago, and John Wanamaker's in Philadelphia, are catering especially to the cycling public as per their advertisements in daily newspapers here. Bloomingdale's, Koch & Co., Macy's, and O'Neil's have each opened what they call a cycle department, in which cyclists' wearing apparel, wheelmen's shoes, bicycle sundries and accessories, cheap wheels, and Scotch stockings are made features at low prices.

The Starr Cycle Co., 53-55 East 2d Street, is complaining, not that trade is poor, but because its leaders—Fowlers—are so hard to get. One week after this company was appointed Fowler agent for New York they received a shipment of thirty-five wheels. In three days' time there was not a sign of a Fowler left excepting the one which Mr. Starr had chosen for his own mount. Writing letters, telegraphing, even telephoning direct to Frank Fowler in Chicago, only ended in the reply: "We are running night and day, and will soon be able to supply the demand." Meantime Mr. Starr continued to ride his Fowler, which, after two months' usage, he sold at list price, really a second-hand machine, to a persistent customer who would have nothing but a Fowler. R. J. Suits, 1,140 Bedford Avenue, Brooklyn, reports about the same state of affairs there.

New Style of Bloomers.

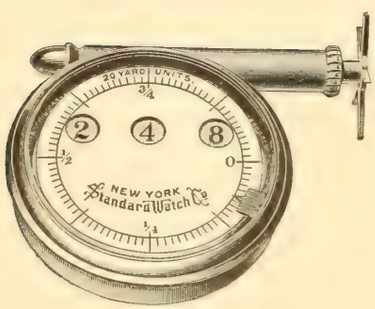
Something decidedly new in the way of bicycle trousers has been introduced here by Stern, Bernheimer & Co., 21-23 West 4th Street. The garment is made with a supporter inside which prevents rupture, strain, or any other injury of that kind which is liable to happen to a wheelman. The leg bottoms are made with rubber instead of a cloth band, which insures comfort and snug fitting to any leg.

When Zimmerman rode a Raleigh and won all his races on that make of wheel every one said the Raleigh must be a good bicycle. The identical model, frame, and pattern of Raleigh that Zimmy raced on can be bought brand new, of the Barclay Cycle Co., 10 Barclay Street, for from $65 down. Geo. S. MacDonald is manager of this concern. It was he who bought up the entire lot of Raleighs when that company closed its American business last fall, getting the stock at such a figure that he is enabled to retail them now at the astonishingly low prices mentioned above. A guarantee for one year is given to the purchaser of every Raleigh by the Barclay Cycle Co.

Maltby & Robley, 1 Park Place, continue their rush on Falcons, Keatings, Maltby Specials, and Robley Specials. The location of this store is really the best of any in the city, probably not less than 30,000 people passing to and fro daily. About ten out of every thousand of these passers-by stop in to look at the gold-crank Falcons, or the "See-that-curve" Keatings, that are creating such a furore of favorable comment in New York.

So great has been the demand for Columbias and Hartfords this season that the Pope Mfg. Co. is far behind in supplying the goods asked for by its agents and customers, although the big factory is worked to its utmost capacity, day and night shifts of its full working force being employed. Every member of the company's force of traveling men has been called in, the present condition of trade rendering their services on the road at the present time unnecessary.

A Difference in Guaranties.



There are guaranties that guarantee—and others that do not. A penniless tramp may guarantee the payment of the national debt—that is the guaranty of irresponsibility. A Fiji Islander may guarantee the correctness of the theory of electrical induction—that is the guaranty of ignorance. The only guaranty that guarantees is that based on responsibility and knowledge.

The New York Standard Watch Co., with the prestige of a world-wide reputation to sustain and very large financial interests to protect, is qualified to deliver a binding guaranty on the score of abundant responsibility; and after speeding one of its "Standard" Cyclometers, under power, for 100,000 miles forward and 130,000 miles backward, with consideration of the material and workmanship put into this watch factory product, this responsible Watch Company speaks with knowledge of the Cyclometer which it guarantees. Wherefore this:

"We guarantee that the 'Standard' Cyclometer will stand continuous use throughout the life of its buyer. We will repair, without charge, any injured in a mishap to the bicycles."

The New York Standard Watch Co.

11 John Street, New York.

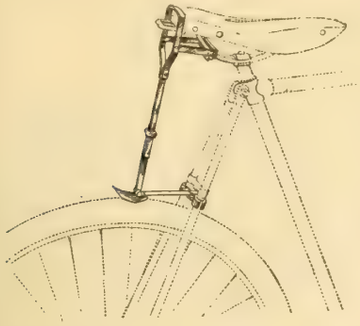
103 State Street, Chicago.

Pacific Coast Agents:
Pope Manufacturing Co., 344 Post St., San Francisco.
Overman Wheel Co., Larkin and McAllister Sts., San Francisco.

Mention The Bearings

A NEW BRAKE.

The Merwin saddle brake is entirely new this season. It is made from Bessemer steel, and while very light in weight has great strength. It clamps securely to the saddle springs underneath the saddle, out of sight, and fits equally well two round springs, one flat spring, one square spring, or in fact any kind of spring. It also clamps securely to the two rear forks, and the spoon is attached to spring steel, so that when the pressure is released it immediately comes back to its normal position, and disengages from the tire. It is made so it will lengthen or shorten, to correspond with the saddle being raised or lowered. It is attached back of the saddle and works directly on the rear or power wheel. This applies the brake where the power starts from, and consequently is where it should be first applied to stop. The tendency always in riding a bicycle is to slide forward on the saddle, and one naturally raises himself every now and then to push himself farther back, for more ease in riding. It is this action that applies the brake. J. C. Merwin & Co., 1,190 Fulton Street, Brooklyn, sell the brake for $2.



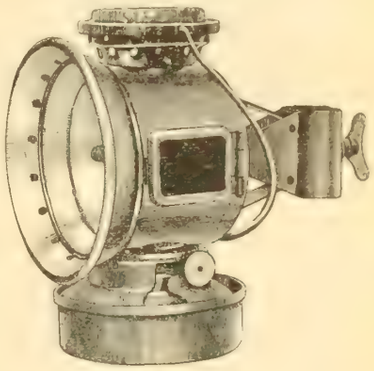
TUBING FAMINE IN ENGLAND.

English makers are in the same boat with their American cousins—they can not get enough tubing. The following from the *Engineer* tells the whole story of the tubing famine:

"Never have English cycle engineers had so much difficulty in securing supplies of steel tubing. Old-established firms who have for many years had large contracts with English steel tube making firms have been sadly inconvenienced, and woe betide the unlucky cycle maker who has not bargained for sufficient supplies at the commencement of the season and has now to enter the market to complete his requirements, for he finds prices rising steadily against him. The explanation is that the Americans entered the English market exceptionally early and placed large orders. The tube makers have found that these extra orders and their usual English orders have almost blocked their works. Discounts off list prices have averaged the last few weeks 72½ per cent, but the tube firms will no longer look at such a figure, and cases are occurring where orders for 1,000 sets of tubing will only today be accepted at 62½ per cent, which, it will be seen, means a 10 per cent advance in tube prices. Whatever may be the case with the other departments of the American steel tube trade, it would certainly seem that as regards weldless steel tubing the Americans are finding it increasingly better and cheaper to come over to England. This particular industry is in its infancy in America compared to its age in England. The Americans at the present time are about in the same position as the English were some seven years ago, when the tube firms would not take off a fraction more than 37½ per cent discount. The English makers are in some cases paying £12 per ton for best Swedish steel. Several American orders are in hand already for 1896 and indications point to still higher weldless steel tube prices in that year."

SOMETHING NEW AND ORIGINAL.

The Betts Patent Headlight Co., of New York, is manufacturing "the smallest, lightest, and most brilliant reflecting headlight in the world," called the Twentieth Century bicycle headlight. The dimensions of the lamp are: Extreme height, 4¾ inches; width of body of lantern, 2¾ inches; diameter outside the reflector rim, 3½ inches. Finished in aluminum the lamp weighs 5¼ ounces; in aluminum bronze, 8¼ ounces; in nickel plate, 9 ounces. The spring attachment weighs 2½ ounces.



The lamp burns kerosene oil and is a thoroughly scientific headlight devised on new principles regulating exactly the injection and ejection of air to support combustion for a strong, steady, and safe light, notwithstanding the rapid motion and severe jolting of a bicycle. The oil pot will contain sufficient kerosene to burn steadily for ten hours and is formed to provide a double drip channel to prevent any oil spattering. By removing the bicycle attachment and using the bail handle the headlight becomes a splendid hand lantern. The prices range from $5 to $6.50 according to finish.

A bit of cotton string, well soaked in oil and wrapped around the cone where it fits into the cup, will prevent oil from penetrating the bearings.

IF YOU WANT A CHEAP BICYCLE OR TANDEM YOU WILL NOT BUY AN EAGLE

WE MAKE ONLY THE BEST

THE EAGLE BICYCLE M'F'G. CO.

TORRINGTON, CONN.

LOUISVILLE AND HER DEALERS.

LOUISVILLE, KY., May 20.—The trade of Louisville was never as flourishing as it is today. In this it has more than held its own with the trade of the other cities of the Union. There can be no doubt that the cycle track at Fountain Ferry Park, and the opening of that resort to the wheelmen as a comfortable country lounging place has done a world of good to the cycling trade. Here the men and the ladies may go and always be sure of finding a number of fellow wheelmen and wheelwomen to greet them. This bond of good fellowship has resulted to the great advantage of the sport.



TOM JEFFERIS.

In the trade the firm of G. M. Allison & Co. is the oldest, having been established many years ago. This firm handles the Columbia and from a small store of only a few years ago has increased until today the firm has one of the largest stores in the city, handling the Columbia family alone and a line of typewriters. Following Allison came

The Firms of Prince Wells and Jefferis Bros.

both established on the same day. The former has one of the finest and most complete cycle stores in the city, which has also been greatly increased in the past few years. Prince Wells was once the greatest trick and fancy rider in America, and the good hard work that was entailed to reach that point has been extended into the business he is now engaged in. He gave up the trick riding when he entered the cycle business, and has worked to the topmost rung of the ladder. His leader today is the Rambler, and the number of these sold in a year is considerable. Early this season he had sold all the wheels ordered from the Gormully & Jeffery Mfg. Co. for this season, and is now engaged in making promises and trying to fill orders. He is selling a vast number of other wheels, and has the agency for some minor lines.

Jefferis Bros. Have the Victor Only.

This is a great Victor town, and the fact is the result of the great work of this hustling company. Tom Jefferis was once among the champions of the country, and this reputation has carried him well with the local people coupled with a large amount of business tact, which tact is shared by his genial and popular brother Howard. This firm has long been among the hardest pushers of the Victor in the country, and is among the leading agents of that company.

Martin & Dressing came into the cycle business with a rush, and with the Munger as a leader have been pushing the Munger company at Indianapolis to its utmost limits ever since. The National is also handled by this firm. They are among the largest advertisers in the city, and are very popular with the rank and file of cycling riders. They appreciated the Munger as one of the best wheels made, and knew well that a reputation in business could be built and maintained with such a wheel. With this idea in mind they have been pushing the idea into the minds of the people of Louisville that

The Best was None too Good,

and that has been their watchword. Indeed there are a number, say they, who have failed to take their word for the fact, and these people are coming to them daily with their tales of woe. "Next year we will make the Munger company open a new factory to supply our wants or know the reason why. Mr. Martin has just returned from Indianapolis, where he has been, and is every month, after the Munger company for more wheels," says Mr. Dressing.

The R. C. Whayne Mfg. Co. manufacture the Southern, and make it their leader. Mr. Whayne is an old sewing-machine man, and when he saw what rapid strides the bicycle was making decided to add it to his sewing-machine business. He has never regretted this move, and is today one of the largest jobbers in the country. He has also brought out several novelties, among them a foot-brake which has many points of merit, and a lamp-bracket which is fastened to the hub. Next year Mr. Whayne will manufacture wheels on a large scale, as the demand has been so great this year. He has not at any time been anywhere near able to fill his orders. But Mr. Whayne is not the only one, "there are others."

The Kentucky Cycle Co. is composed of old and experienced riders. It is agent for the Stearns and has sold all it can get and has orders enough for a carload more. The manager says it is easy to sell wheels but hard to put the people off who have bought and paid for the machines.

Sells Orients, Imperials, and Grayhounds.

The Dow Wire Works is agent for the Orient, Imperial, and Grayhound, the latter its own product, and as this year is its first it has done remarkably well. Pat Sheehan, who is in charge of the bicycle department, is an old experienced salesman.

Griffith & Semple are also newcomers in the bicycle business, but have

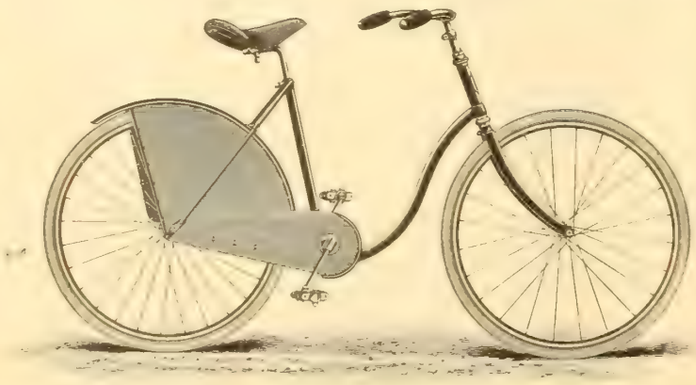
THORSEN & CASSADY COMPANY,

151 and 143 Wabash Ave., CHICAGO.

SOLE AGENTS

$100 VICTOR BICYCLES $100

ILLINOIS, IOWA, AND WISCONSIN.



Victoria Bicycle.

Ask for Catalogue A.



Victoria Tilting Saddle.

Also the... Wabash Model B, Leading $75 Bicycle.

had years of experience in the sporting goods business, doing probably the largest business in this line in the south. They sell the Barnes, Syracuse, Spalding, Cleveland, and a line of medium grades. They are very well satisfied with the amount of business they have done this season.

Harbison & Gathright are jobbers of the Royal Limited and Tribune. Mr. Graham is in charge of their cycle department. They have been seri-



Prince Wells' Store.

ously handicapped this year, not being able to get wheels. They are still a great many orders behind, and new ones are coming in daily. Wheels are coming along now and they expect to catch up soon.

J. W. Spalding, one of the oldest repair men in the city, has one of the finest and most complete repair shops in Louisville. Nothing is difficult for Mr. Spalding. He also sells the Thistle, and he says it is the finest bicycle on the market, and he is confident that when Arthur Gardiner rides at the Fountain Ferry race meet this year he will show them all his rear wheel.

The return of the swallows is what the French call the return of the American professionals to Paris.

TRADE HAPPENINGS.

JACKSONVILLE, FLA.—George M. Adams, bicycles, reported to have sold out.

SYRACUSE, N. Y.—The Stoddard Sulky Co. is preparing to commence the manufacture of pneumatic tires for bicycles.

CAMBRIDGEPORT, MASS.—George Wood, cycle works, reported as having recorded chattel mortgage for $1,000.

ELMIRA, N. Y.—Jesse A. Peck, bicycles, reported to have placed on record chattel mortgages for $2,417.

GARDNER, MASS.—E. B. Rines, bicycles, has opened business at 172 Central Street.

JANESVILLE, WIS.—J. C. Shuler, bicycles, is preparing to commence the manufacture of bicycles, from a patent recently received by him. The machine will be known as the Extra Bulletin.

NORWAY, MICH.—F. C. Cole, bicycles, commenced business, having the exclusive agency for the Crescent wheel.

VULCAN, MICH.—Ed L. Parmenter, bicycles, commenced business, having been given the agency for the Crescent bicycles.

ST. LOUIS, MO.—The Randolph-Heckel Hardware Co. has been incorporated by P. J. Randolph, George P. Heckel, and Charles Sultz. Capital stock, $75,000. The new company will take up bicycles.

GREENFIELD, MASS.—The Eddy Mfg. Co. (C. F. A. Eddy principal promoter) will commence the manufacture of bicycles from a new model designed by Mr. Eddy. The new concern will also handle bicycles of other makes.

CHARLESTON, S. C.—The Miller Hardware Co., incorporated by D. Miller, B. Miller, and W. S. D. Hayward. Capital stock, $25,000. A bicycle department will be added.

STANTON, MICH.—S. I. Briggs, hardware, etc., opened new store, and will take up bicycles. Correspondence with manufacturers of wheels and sundries solicited.

SAN SABA, TEX.—Gray & Whithite, hardware, bicycles, etc., new firm commenced business, composed of T. M. Gray and J. M. Whithite.

KESWICK, IOWA.—James Morgan, bicycles, etc., sold out to F. J Hungerford.

ELLISBURG, N. Y.—C. A. Messenger and L. D. Huffstater have organized new firm, and will accept agency for bicycle. Correspondence with manufacturers of wheels and sundries invited.

GALLATIN, TENN.—J. B. and A. B. Bright, bicycles, etc., new firm commenced business.

DUNDEE, MICH.—J. A. Spaulding, of Belleville, Mich., hardware, bicycles, etc., opened new store.

FAIRMONT, MINN.—E. F. Follette & Co., bicycles, etc., new firm commenced business.

LIGONIER, IND.—Steps are being taken looking to the establishment of a bicycle factory. A bonus of $1,500 has been raised for this purpose.

JEROME, ARIZ.—Theodore Phillips, hardware, bicycles, etc., has commenced business Propositions from the manufacturers of bicycles and sundries solicited.

FENTON, LA.—S. J. Fenton & Sons, hardware, bicycles, etc., new firm commenced business.

TIPPECANOE, OHIO.—Charles TenEick, grocer, opened bicycle department and repair shop.

DECATUR, ALA.—William Tucker opened new hardware store, will take up bicycles.

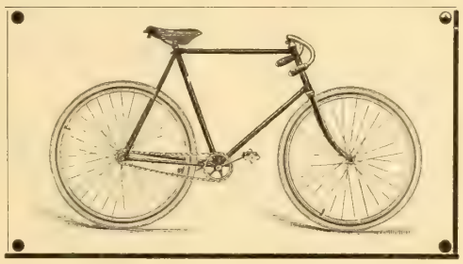
BURLINGTON, VT.—The G. S. Blodgett Co. are putting on the market a special bicycle japanning equipment.

WETMORE, KANS.—R. F. Ferrell, hardware, bicycles, etc., succeeded by Isaacson Powers & Co.

NORFOLK, NEB.—John Friday, bicycles, will open new store.

HUTCHINSON, MINN.—W. E. Swright is preparing to open a hardware store, and will take up bicycles. Correspondence invited with manufacturers of wheels and sundries.

CAPE VIRARDEAU, MO.—J. F. Vogelsanger, hardware, bicycles, etc., opened new store.



BE PATIENT . . .

A GOOD THING IS WORTH WAITING FOR.

The best proof that a thing is good is the demand there is for it. The public at large are not to be deceived, and when the demand for an article is so great that with the best efforts of the makers it can not be supplied promptly, you can rest assured that it has true merit, and is worth waiting for. Be patient, and do not go and buy some cheap bicycle that you can get at once, because you have to wait a little for a Tribune. It will pay you to wait. The Tribune is a good thing and all the best riders are getting it. It is the only wheel that has the Cycloidal sprockets. Ask your scientific friend if any other form of sprocket is correct.

Be patient, every order will be carefully filled in its turn. We can not give any one preference.

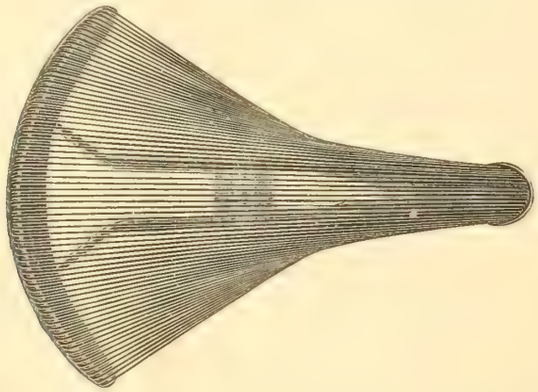
SEND FOR CATALOGUE. THE BLACK MFG. CO., ERIE, PA.

BICYCLE FACTORY FOR MINNEAPOLIS.

MINNEAPOLIS, MINN., May 20.—A local bicycle factory will be one of the things in the near future, and it will be one that in point of size will rank among the largest in the country. A number of the capitalists of the city have been looking into the matter for the past few weeks and last night a meeting was held at which a stock company was formed with a capital of $1,000,000. Of this amount $15,000 has already been paid in, and work on the new buildings will be commenced in a few days. It is intended to have the work pushed vigorously, and to have a supply of wheels on hand that will meet any possible demand at the beginning of the next season. Only the Minnehaha will be made, and they will all be strictly high grade. The officers of the company are as follows, all of them well-known men: President, Frank Heywood; vice-president, A. B. Choate; treasurer, W. W. Swett; secretary and general manager, C. E. Felt. The distinctive field in which the new company will operate will be the northwest, though orders from any section will receive attention. There seems to be little doubt of the success of the new organization.

A STRING SADDLE.

H. C. Goodrich, of 45 South Canal Street, Chicago, is the maker of the string saddle, which has just sprung into popularity in Chicago.



The saddle is light and neat looking. The strings can be loosened or tightened until the required tension is reached. A BEARINGS' representative tried one of the saddles last week, and found it one of the most comfortable he had ever ridden.

DODSON LAMP BRACKET.

We wish to call attention to an error in the advertisement of the Dodson Mfg. Co. who advertise their excellent lamp bracket. The price is stated as 75 cents. It should read 85 cents, money to accompany the order.

The Aurora Lamp.

The Anglo-American Cycle Fittings Co., of New York, is introducing a bicycle lamp that possesses several novel features, the principal one being the system of ventilation. It is so arranged that the draft does not act directly on the flame and it is utterly impossible to extinguish the light by any jar or by the strongest wind. The lens is likewise a new feature and is what is termed a mechanically true parabola; its shape and focus collect and greatly intensify the light. The flame can not be seen from any point of vision, but only a bright disk of light not unlike the sun. The lamp is known as the Aurora, weighs but ten ounces, and burns ten hours without refilling.

The Sterling Cycle Works is negotiating for the enlargement of its plant next year. The negotiations involve a decided increase in its business in all departments and will place the Sterling Cycle Works in a position to construct as large a number of wheels as any other concern in the country.

E. B. Dye & Co., of Louisville, Ky., agents for the Keating, have published the "Keating Wheel March." It is arranged for either piano or orchestra.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties. or up New York state to Utica, Syracuse, Rochester Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

WANTED, A PARTNER.

I have recently bought up the stock of a large bicycle company and am increasing the plant by erecting new buildings, etc., and expect to turn out 10,000 bicycles in 1896. Would like to take in a partner who would be able to assume the general management of the business and put in about $50,000. Address, MANUFACTURER, "The Bearings."

PEERLESS

RIDERS MAKE THE RECORDS!

AGENTS MAKE THE PROFITS!

WRITE US AND FIND OUT WHY.

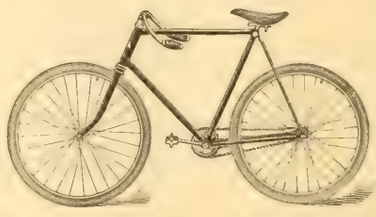
TRADE MARK



E. A. McDuffee Won First Time Prize

In the Great LINSCOTT ROAD RACE, May 4, in 1:12:08,
and this is the wheel he did it on—

THE PEERLESS BLUEBIRD LIGHT ROADSTER!





THE PEERLESS MFG. CO.

CLEVELAND, OHIO.

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XI

No. 18

CHICAGO, MAY 31, 1895.

TO CONTROL PROFESSIONALISM.

Rumors of Trade Moguls Taking up Professional Racing — The Details—Rumors Seem Well Founded.

NEW YORK, May 27.—A rumor which can not be confirmed has broken loose in Gotham to the effect that the so-called "closer affiliation meeting" between the Cycle Board of Trade and the L. A. W. executive committee some two weeks since, at which Chairman Gideon was present, was nothing more or less than a council of war between these two organizations relative to Gideon's proposed action with Johnson, Sanger, Titus, Cabanne, Bald, and all other Class B riders. Either that was the case or—something still more sensational occurred, in which Gideon quite likely announced what his intentions were regarding the proposed

Expulsion of All Class B Men

that he could get his clutches on. So much money has already been expended on teams this year by manufacturers, and realizing that one man could not be ousted unless the rest were treated likewise, a panic among the board of trade members, it is said, resulted after Chairman Gideon's statement.

Still another rumor which promises to turn out well founded is to the effect that a prominent manufacturer, himself an officer of the board of trade, having large interests in the ranks of Class B this year, is at the bottom of the entire thing. Furthermore that this manufacturer, whose pet scheme it is

To Promote Professional Racing

in America, realizing that such a venture would be as great a failure without the men composing Class B, as it would be the reverse with them as competitors, is slowly but surely working up secret evidence which is being placed before Chairman Gideon.

With all the Class B men in the professional ranks under the governance of, let us say, the L. A. W., cash prize racing would prove a veritable bonanza to the promoter, and if a syndicate of capitalists meantime secures the leading trotting tracks of the country, prepares a schedule of races, and stands prepared to accept the entries of all men who, in many cases, might

Desire to Race Professionally,

but could not break their Class B contracts, then, if the Racing Board of the L. A. W. continues its work of beheading those same Class B men, professional racing would boom into the grandest and best paying game under the sun—baseball and horse racing not excepted.

Developments will shape themselves shortly, when all cycle papers will publish details, but meantime THE BEARINGS offers the very first news of the most gigantic, "sub-cellar," preconceived plan that was ever effected in cycling.

ASBURY PARKITES WORKING HARD.

ASBURY PARK, N. J., May 27.—Three or four committee meetings a night at the clubhouse of the Asbury Park Wheelmen is not an uncommon occurrence now-a-days, and the home of the local club has been turned into a workshop in preparation for the national meet. The hotel committee will in a few days be ready to issue their list of hotels and cottages, their list of these places having been about completed. The committee on prizes and badges has formally expressed a willingness to consider bids for the exclusive privilege of making and selling the official souvenir badge of the meet. It has been decided to hold the parade on Tuesday, July 9.

The idea of running quad and triplet races during the national meet at Asbury Park has been abandoned, the scheme having been found impracticable. There is a possibility of a race for one-legged riders.

Elaborate preparations are being made for taking care of the riders who finish the century run which is to be made on May 29 from Atlantic City to Asbury Park. The visitors will remain in Asbury Park to witness the races on Decoration Day, returning home on the 31st.

Entry blanks will be ready in a few days for the races to be run during the national meet at Asbury Park and they may be had upon application to the clubhouse of the Asbury Park Wheelmen, or to W. H. Beegle, chairman of the race committee. His address is Ocean Grove, N. J.

BORDEAUX-PARIS RACE.

Gerger, an Austrian, Wins the Big Event and Lowers Lesna's Record—Banker Wins.

PARIS, May 17.—The great international Bordeaux-to-Paris road race, which has been the all-important cycling topic in France for weeks past, has taken place, and has resulted in a victory for the Austrian rider, Gerger, who covered the 592 kilometers (368 miles) in the remarkable time of 24:12:15, beating Lesna's record by fifty-eight minutes.

The race was divided into three sections—professionals, amateurs as recognized by the N. C. U. and U. V. F., and "routiers," who had to be at least thirty years of age. About sixty men started, but only thirty-two signed the register at the finishing point.

Meyer, the Dane, was the first professional to arrive, his time being 25:30:00, and Corre, a Frenchman, the first of the "routiers," followed fourteen minutes later.

The weather was fine with scarcely any wind, but extremely hot. It was owing to the excessive heat that such men as Oxborrow, Sanson, Lucas, and Fischer, the German crack, were obliged to give up.

The Amateurs' Fine Showing.

The event created considerable interest in cycling circles this year, owing to the presence of amateurs in the race, thus allowing a sort of classification to be made of the respective merits of the two sections. The race was eminently favorable to the amateurs. Taking into account the times occupied by the first six men of each section in covering the distance it will be found that the first amateur made better time than the first professional, the second amateur better time than the second professional, and so on to the end of the series. While complimenting the amateurs on their magnificent performance it must be remembered that the professional field was a comparatively small one this year as far as the French were concerned. Neither Lesna, Riviere, The, nor Stephane were in the race, and it would be difficult to class Meyer, the professional winner, otherwise than as a second-rate rider. The race finished at the Velodrome de la Seine, where the riders had to cover two laps to complete the distance. As a farther attraction the management gave two race meetings, one in the morning and the other in the afternoon, but all the best sprinters were at the Velodrome de l'Est, and the contests were far from interesting. Time after time the heat races were interrupted by the bugle announcing that another Bordeaux man was coming in.

There was only a moderate attendance, and the general opinion seemed to be that as it was a road race it should have finished on the road, and there should have been no track work about it.

Banker Wins two Events.

Last Sunday's meeting at the Velodrome de l'Est was a repetition of the previous week's racing, as far as Banker was concerned. The Pittsburg crack again suffered defeat, this time at the hands of Leneuf, who beat him by a small margin in his heat in the 2,000-meter scratch race.

It being understood that the two first of each heat would qualify for the final, perhaps Banker did not care to exert himself unnecessarily.

The final was run off on Monday and brought out Banker, Leneuf, Baras, and Vasseur. The Pittsburg flier won, but he had to sprint a lap and a half to shake off his opponents. When once Vasseur gets well under way with his high gear, it takes some hustling to keep up with him. In this case the sprint proved too long for him and Baras just managed to beat him on the post for second place.

Banker was again successful in the lap trials. His time was :22⅘ and Vasseur came next with :23⅗. The other competitors concluded that they had no chance to beat the American's time, and declined to make the attempt.

A splendid programme was gotten up for last night's race meeting at the Buffalo track. Michael, Linton, Lumsden, Bouhours, and Lesna, the pick of the middle and long distance riders, were to meet in a fifty-kilometer race with pacemakers. Protin, the Belgian, was also to make his debut in France in a 900-meter handicap, but the evening turned out wet and the meeting was postponed.

CHICAGO'S UNION RUN.

Over 3,500 Wheelmen in Line Last Sunday Despite Threatening Weather—The Prize Winners.

The good people of Chicago witnessed the largest parade of cyclists ever held, last Sunday, when the thirty-five clubs belonging to the Associated Cycling Clubs joined forces in the annual union run and rode over the Chicago road race course. By actual count at 9:15 there were 2,312 men in line, all but about 200 belonging to clubs. But by the time the run started there must have been over 3,500 in line.

The run was the most successful one ever held, and the spectators that lined the course numbered high up in the thousands. From the start on the Lake Front to Evanston the road on both sides was lined with people, all anxious to see the wheelmen pass. So great an attraction was the parade that several ministers became wrathy and the next day "roasted" the wheelmen for holding such a run on Sunday, claiming that the parade kept people away from church.

Sunday was not the best kind of a day for a run. The night before it tried very hard to rain and a few drops did fall from the clouds. About 9 o'clock Sunday morning it was still threatening and every few minutes it would sprinkle. But the bad weather did not scare the wheelmen; they

Had Been Preparing for this Run

for weeks, and they were bound to go even if it rained cats and dogs. As early as 8 o'clock the riders were stirring, and the boulevards were covered with cyclists. About 9 o'clock the clubs began to start for the Lake Front, and by 10 o'clock the park was jammed. As each club came up it was hustled to the steps of the Art Institute, where Harvey Pound and his camera were very much in evidence. Here the jolly fat man pushed and shoved the cyclists until he had them properly grouped. He would then press the button. "Now skip," he would yell, and the crowd would disperse, only to have another club take its place.

After the pictures were taken the clubs lined up in the park to await the starter's signal. Promptly at 10:30 Frank J. Fanning, president of the Associated Cycling Clubs, took his place at the head of the Illinois Cycling Club, and the 3,500 cyclists started for Evanston. Down Michigan Avenue to Washington Street the crowd went. It was like the finish of a road race, the spectators crowding into the street, and leaving a narrow lane for the cyclists to ride in. A turn was made at Washington Street to State, and thence north on State to Cass, to the Lake Shore Drive. Lincoln Park was crowded with people, while Grant's Monument was a mass of humanity, all anxious to see the grand turnout. Here at the park a good many "butterflies" dropped out.

The Ride Over the Course

was a pleasant one. The day was cool and there was but very little dust The terrible strip of sandy road back of Calvary Cemetery was navigated without much trouble, although some of the beginners found it hard to keep their balance in the sand.

The Illinois and Calumet clubs, which headed the parade, set a hot pace for such a run and soon pulled away from the others. At Evanston they were over a mile ahead, leaving the Chicagos to virtually lead the run. These veterans rode with military-like precision, with hardly a break in their ranks. It took about two hours to ride the course, the parade breaking up in the park.

The judges were on Halsted Street and decided that the Chicago Cycling Club made the best appearance and accordingly awarded it the prize. The Chicagos had 140 men in line, nearly all of them wearing club uniforms. The ladies' auxiliary was out in force, thirty-eight out of the fifty members turning out. Twenty-eight of them rode the full course. The Illinois Club was awarded the prize for having the largest number of men in line, having 305 in the parade. The Thistle Club disputed this award, claiming that it had 325; but the A. C. C. decided otherwise. The Postoffice Cycling Club was awarded the prize for having the largest percentage of its actual membership out—219 out of a possible 318.

The Real Feature of the Run

was the showing made by the ladi s. There must have been over 200 in line, most of them riding over the whole course. The Chicago Cycling Club's ladies' auxiliary turned out thirty-eight under Miss Eva L. Brice; there were about twenty-five ladies riding with the Illinois Club; the Woman's Club, under Mrs. C. M. Fairchild, had twenty-one; sixteen ladies rode with the Thistles, while Mrs. Cornell had about thirty members of the Ladies' Knickerbocker Club in her charge. They all made a fine appearance. Not more that half-a-dozen ladies' wore skirts.

The methods adopted by some of the clubs to attract attention were certainly unique. Joe Gunther rode at the head of the Lincoln Club on an old boneshaker. He wore a high silk hat and was greeted with cheers all along the line. The Sterlings all wore maroon sweaters and white caps, and made a fine appearance. The Chicagos were distinguishable by their neat uniforms and Dasey's green stockings. The Illinois members all wore white Stanley caps, while the South Sides wore green caps. The Thistles had maroon caps with blue bands.

Taken all in all it was the most successful run ever given by the A. C. C. Had the day been brighter and the weather less threatening there would have been at least 4,000 riders out. But still there were enough out to make a showing.

FROM THE OTHER SIDE.

A New and Fast Cement Track—English Society Awheel—Other Matters.

LONDON, May 11.—The event of the week has been the press inspection of the new Catford cement path last Wednesday. A trial quarter was ridden in a few seconds outside record by a racer whose name is unknown to me, and there is a general impression that the path will prove fast. The track will be opened by Lord Kinnaird, the president of the Football Association, next Saturday. On the same day the inaugural meeting will take place with several events for unlicensed fliers as a strong feature. Stocks, Green, Watson, Lambley, Betts, and Osborn have already decided to compete. The new track is three laps to the mile, the two straights being each 130 yards in length, with a width of thirty feet, lessening to widths of twenty-six feet at the middle of the curves, which are banked on the outside edge of the cement surface to a height of seven feet two inches. A running path of 3½ laps to the mile is in course of completion inside the finished cycling track. As regards the cement surface I shall have more to say next week.

Won from Scratch.

The North Road C. C. held a fifty-mile club handicap on the Clarence track at St. Albans last Saturday. A. F. Ilsley won from scratch in 2:28:18⅗, T. G. King, Jr., being second. The times throughout were record for the track. F. T. Bidlake entered, but retired from saddle soreness at thirty-nine miles, which would indicate that he is not in his usual riding form.

The police of Hull have made a most vexatious and uncalled for regulation with respect to cyclists, or rather their machines when left unattended on a curbstone or elsewhere. Any machine so left for a few moments by its owner is to be promptly taken off to the nearest station house by the policeman who finds it. On the owner calling to recover his cycle he will be charged a fee of 24 cents for its storage.

A tandem match between A. J. Watson and Platt Betts vs. U. L. Lambley and T. Osborn has been arranged and the contest is anticipated with great interest. Under favorable conditions some phenomenal times may be expected.

Society Awheel.

Between 8 and 11 on last Saturday morning the *News of the Wheel* editor, whose mission it is to look after the cyclists of society, counted 178 well dressed cyclists of both sexes riding in Battersea Park, and throughout the day the number of cycles in the park exceeded by more than three to one the carriages and saddle horses combined that used the carriage roads and ride. Although Battersea is not a fashionable quarter, the park is easy of access from the most select portion of the west end, and its roads being of smooth gravel it presents greater attractions to the fashionable novices who are flocking into cycling than the rocky macadam of Hyde Park.

The battle over the amateur question has commenced in Scotland, and the Scottish Amateur Athletic Association has issued a circular to its affiliated clubs and the governing bodies of other sports, detailing the reasons for its present antagonism to the Scottish Cyclists' Union. Meanwhile the Union has definitely refused to grant permits to hold cycle races to any club affiliated to the athletic association until the latter recognizes the Class B riders.

It is this stipulation which is causing all the trouble. The athletic association, taking its cue from the English body, deems the Class B men professionals, and will at present have none of them. The rival body—the Scottish Amateur Athletic Union—hopes to take the wind out of their sails by working hand and glove with the cyclists, but as its membership is at present limited to sports-holding clubs and not athletic clubs proper, it is doubtful whether this season it will make much headway. In any case, the English association is bound to support the present governing body of athletics in Scotland, until some other agreement is arrived at. It appears probable that the Scottish A. A. A. will have to give way, when, doubtless, the struggle between our own A. A. A. and N. C. U. will commence.

PROVIDENCE ROAD RACE.

PROVIDENCE, R. I., May 25.—The Niagara Wheelmen, of this city, held a very successful twenty-five-mile road race today on the Reservoir Avenue course. The race was a hot one for the short-mark men from start to finish. The riding of C. J. Swenson, a local man, was something remarkable. He captured both time and first prize from the 2½-minute mark. An exceedingly close finish between Swenson and Devlin pleased the onlookers.

The times of the first seventeen of the forty-one starters are as follows:

PO.	NAME.	HDCP.	ACTUAL TIME.
1	C. J. Swenson	2:30	1:11:30
2	Fred Devlin	3:30	1:13:29
3	H. F. Morelock	3:30	1:13:30
4	J. Hebditch	8:00	1:16:57
5	Fred Bergquist	3:30	1:13:26
6	F. W. Stockbridge	2:30	1:11:50
7	Jos Bowden	5:30	1:16:20
8	Fred Jepson	7:00	1:17:52
9	L. A. Potter	9:00	1:20:58
10	H. F. Adams	3:30	1:15:36
11	M. W. Weld	4:00	1:16:30
12	A. L. Mowry	8:00	1:20:43
13	H. D. Merritt	3:30	1:16:14
14	Lou Arnold	4:30	1:17:15
15	J. Georghegan	7:00	1:20:10
16	J. P. Stytte	2:30	1:20:11
17	W. G. French	Scratch	1:14:08


Lake-side Cycling Club
Sterling Cycling Club
South Side Cycling Club
Chicago Record Cycling Club
Lake View Cycling Club
Lincoln Cycling Club
Woman's Cycling Club
CHICAGO CYCLING CLUB.
Union Run of the Associated Cycling Clubs of Chicago
Chicago Cycling Club
Post Office Cycling Club
Englewood Wheelmen
Thistle Cycling Club
Calumet Cycling Club

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GEO. K. BARRETT, EDITOR.

CHICAGO'S UNION RUN.

The Union run of the Associated Cycling Clubs of Chicago held last Sunday doubtless presented the spectacle of the greatest number of wheelmen ever gotten into line in this country. The official figures, taken an hour or more before the procession started, showed that there were 2,312 club members awaiting the word to move at that time. Before the line started this number was reinforced to a considerable extent and in addition to this there were many visitors with almost every club and a body of unattached wheelmen in the rear that at the lowest calculation brought the number in line up to 3,500, and probably a great deal more. The procession was composed of a double file of riders, and, when once under way, stretched over five miles of streets. It was an edifying sight and one to impress the non-rider with the importance of cycling. The streets and boulevards over which the wheelmen passed were practically turned over to them by the city and park authorities, and pedestrians and riders in carriages realized the fact, and kept out of the way. But the number of wheelmen in line was but a small fraction of the number of riders that was seen on the streets and in beautiful Lincoln Park. The unaffiliated were there by thousands.

The parade presented one lesson on which every wheelman and every wheelwoman would do well to ponder. There was but one club in line that at any time had any chance for the prize offered for best appearance and best deportment, the Chicago Cycling Club. This club had made no especial preparations for anything extraordinary in its appearance save to provide each of its members with a simple badge. The riders wore their regular club uniforms—uniforms only because they were all alike—which were of a gray mixture designed for comfort firstly and appearance secondly. The caps matched the suits. The members of the club refrained from smoking or chewing. These suits and this deportment won them the prize without a dissenting voice from judges, riders, or the public. We will not try to point a moral to this tale. The rider who can not find it for himself would not be benefited by it if it were pointed out to him.

ANTI-BLOOMER ORDINANCE.

Chicago rejoices in an alderman bearing the euphonious cognomen of "Bath House" John Coughlin. As any one with the least particle of discernment can readily perceive from his name, he is a reformer from Reformersville. Bath House John in his Diogenic search for things and people to reform ran across a bloomer girl. Bath House John's modesty was shocked, and he immediately crawled into one of his tubs and proceeded to draw up an ordinance to present to the City Fathers prohibiting the wearing of bloomers. Unfortunately he neglected to append to his reformatory ordinance an editorial which appeared in the last issue of this paper on the wearing of bloomers, and so the assembled lawmakers were unenlightened as to the heinousness of the offense constituted by wearing the objectionable nether garments, and when the ordinance was read last night they were rude and naughty enough to smile long and loudly. Bath House John was surprised and dumfounded. When he finally gained control over his organs of articulation he asked that the ordinance be passed. Alderman Ballard moved that it be referred to the committee on wharves and public grounds, but before a second to his motion could be heard Ald. B. Madden asked that it be referred to the committee on opium smoking. Alderman Gleason thought that the committee on health and county relations could best pass on it, and Alderman Brennan was sure that it should be considered by the committee on markets. As these various suggestions were in rapid succession offered, Mayor Swift's bald spot could be seen to grow preceptibly, and he begged the council to consider the measure as it should be considered. It was placed on file.

We hear the ladies say, *Sic semper insania.*

PROFESSIONALISM IS COMING.

The reign of professionalism in America is surely coming and coming soon. For years we had predicted that it was bound to come in time. For a long while we were almost alone in our view of the matter, but, as the time for the change approached, other prophets joined the standard of professionalism, until now there is hardly a cycling paper in the country that does not predict that it is near at hand or one that does not favor it. We are able to say, authoritatively, that there are powers at work that will soon accomplish the long expected and long hoped for change. There are men prepared to back professionalism more substantially than it was ever backed in this or any other country, and we confidently expect America to become the Mecca of the professional riders of the world before this and another season of racing have passed. We shall see cycling on a footing far more solid than professional baseball, or than horse racing, and will see it attracting as large gates.

"And what excuse have you to offer?" asked the justice after he had listened to the many and varied reasons given by cyclists who were arrested for riding without lights.

"None," replied the unfortunate cyclist.

"Didn't you know of the ordinance?"

"Yes."

"Are you in the habit of riding without a light?"

"Yes."

"Why?"

"It is so much trouble to carry a light that I thought that I would rather take the chances of being arrested and fined than to have the bother."

The justice drew a deep breath. "Well, you are the first honest rider that I have had before me," and he leaned over and whispered, "I'll let you off with costs. Don't do it again, but if you do, don't get caught."

Is it much wonder that we sometimes feel compelled to insinuate gently that America does not lead the world in *all* matters cycling? The last number of *Bicycling World* contains a letter to the editor, suggesting as a brilliant idea the use of pneumatic handles on cycles, and explaining how the writer had directed a local firm to try and make such an article to his order. The editor inserts the letter without comment. Pneumatic handles, we beg to remark, have been largely manufactured and used all over the British Isles since 1892. Furthermore, a trade par in the same paper refers to felt handles as an absolutely new idea.—*Irish Cyclist.*

No, it is not much wonder that our contemporary should feel that America is behind the times if it heeds such items as the one in question. The pneumatic handle was a punctured phenomenon years and years ago, and the felt handle is far, far from being a novelty.

Cycle paths, indeed! Chicago is possibly to have a cyclists' path that will put all others to shame. There is a scheme on foot to provide a path at either side of Michigan Avenue, the grandest pleasure drive in America, for the exclusive use of wheelmen, and some of the park commissioners who have been spoken to in regard to the matter are favorable to it. The street is to be repaved for a distance of several miles, and the needs of the cyclists will be carefully considered, and if the proposed paths on either side of the drive are not provided, the paving will, at least, be such as will suit them, and the sprinkling will be done in such a manner as not to interfere with their riding.

In the *L. A. W. Bulletin* Sterling Elliott for the forty-seventh time holds forth on the folly of devoting space to racing matters. He says that the readers of the *Bulletin* are not interested in such matters. Perhaps not, and perhaps they are not interested in being continually told that they are not interested. We will not discuss that phase of the subject, but we would like to inquire whether the mere announcement that a minstrel show is to be given by some club is more important than the results of a race meet, or what a dissertation on doors has to do with good roads or cycling.

New York divines are preaching against what they are pleased to call the desecration of the Sabbath by wheelmen who employ that day to ride into the country. If we remember aright it was the Jews that reviled Christ and sought to kill him when he allowed his disciples to pluck corn on the seventh day. His reply to them was: "Son of man is Lord also of the Sabbath."

We may soon expect, as prizes are being offered now, to have some firm offer a prize, in some of our big road races, to the rider using a certain

brand of illuminating oil or a certain style of brake, who is first across the tape or who makes the best time by the aid of these accessories.

Riders will do well to remember that in case of accidents the fact that they were on the right side of the road will not be considered by a court of law as sufficient reason why they should be held blameless if by going to the other side they could have avoided accident.

Asbury Park, in spite of the much adverse criticism that has been circulated, seems to be getting along splendidly with her preparations for the League meet. The attendance will doubtless be the greatest of that at any meet in the history of the L. A. W.

Cyclists who ride featherweight wheels should treat them with consideration. Twenty-four gauge tubing, which is used in many of them, measures less than 1-45 of an inch in diameter. A piece of metal of that thinness will not stand a great deal of abuse.

A New Yorker, telling of the importance of the Irvington-Milburn, designated it as a "classic event" and a "real race," and added that the reason that it did not have as many entries as the Chicago road race was because the riders were afraid to enter.



Bicycling World editorially echoes the sentiments expressed in THE BEARINGS some time ago, that there was a point in the lightness of construction beyond which cycle manufacturers should not venture.

TANDEMITES INJURED IN A RACE.

MADRID, May 27.—Campos and Lacasa were terribly injured by a collision during a race yesterday, and one of them will die. They were riding in a tandem race, which they were just about winning, when their opponents crossed their path. The two machines came together with a crash, and the riders were thrown to the ground in a heap. Lacasa was frightfully lacerated in the chest and is dying. Campos had both arms broken.

Dirnberger Gets An Unpaced Record.

At Louisville last Tuesday M. F. Dirnberger broke the unpaced third mile record, flying start, riding the distance in :36⅗, doing the first quarter in :26. The former record was :38⅕.

NEW YORK NEWS NOTES.

NEW YORK, May 27.—Something is in the wind hereabouts which may come to a head sooner than expected. Manhattan Field, that old death dealing quarter-mile track at 155th Street and Eighth Avenue, is being repaired, resurfaced, and banked high on the turns. It must be professional racing of some kind, but who is behind it or when it is to happen is impossible at this writing to state.

A large number of the Michaux Cycle Club participated in that club's weekly run last Saturday to Tuxedo, N. J., going by train to Tarrytown, thence by ferry across the Hudson River to Nyack from where the riding to Tuxedo is superb. The return trip was made on Sunday morning, via Ramapo Valley to Rutherford, N. J., from which point a train brought the party to New York.

E. C. Bald came to Gotham from Springfield last Saturday morning, spending the afternoon at the intercollegiate championships and returning to his training quarters at night. THE BEARINGS' man ran across him in the Metropolitan Bicycling Academy chatting with Billy Murphy and A. G. Batchelder, the newly appointed handicapper in this district. Bald has grown considerably heavier since last year, and, be it said, decidedly handsomer. In his yellow and black checked suit, his red striped shirt, his crimson necktie, tan shoes, and soft white hat he is the personification of just what his record mile in California stamps him—the fastest young man in the United States. He tells a marvelous tale of his western trip, says Macdonald is a wonderful rider, thinks Sims will prove a valuable man, knows that Asa Windle is the crackajack trainer, and after talking for fifteen minutes about things in general, said good-by and was gone. And during the entire conversation the champion did not say "I" more than once and that was when he stated quietly, "I am feeling well." All the rest of the time he referred to his good work as "we" and so on.

Unless every sign fails and the weather proves unpropitious on July 6, the big century run of the Associated Cycling Clubs, of New Jersey, will pass down to history as the greatest of these annual affairs ever held. At a recent meeting of the association's race committee here, about all the details for the event were decided upon, which, in short, now stands as follows: The run will be under the command of Carl VonLengerke, a better man than whom could not have been chosen. One dollar and fifty cents entrance fee pays all expenses, including the survivor's medal.

Zim Will Do "Donkey" Work.

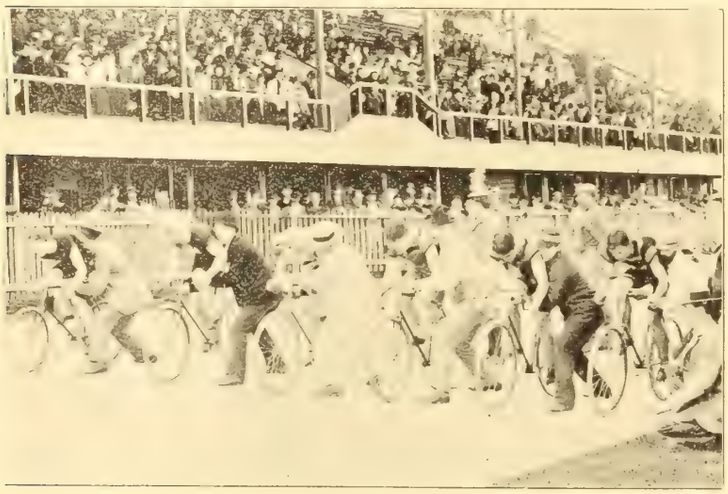
ASBURY PARK, N. J., May 28.—The Racing Board have by unanimous vote sanctioned the employment of Arthur Zimmerman as pacemaker in the two-third mile Class B races here July 12. Zimmerman has consented to ride.

DIRNBERGER DEFEATED.

"Crimson Rim Mike" Makes a Poor Showing at Louisville—Gardiner Shows Rare Speed.

LOUISVILLE, KY., May 24.—The first day's racing was run before an audience of 1,500 people, who were favored with three very interesting races and one of the best exhibitions of trick riding ever seen in this city.

Sanger was not in any of the races on account of his sore foot and because Shafer did not think him in condition. For the latter Shafer received a great deal of abuse, as he hunted one of the local scribes immediately after his arrival in the city and stated that he had come here to force Dirnberger to show if Sanger was in the same class with him; that he intended to put in the race Sanger, Titus, and Cabanne, and expected the three of



START OF THE ONE-MILE, CLASS B.
Dirnberger. Terrill. Baker. Titus. Cabanne. DeCardy.

them to ride against Mike. Sanger was willing to ride but Shafer would not allow it. He had the satisfaction, however, of seeing Titus and Cabanne both beat Dirnberger over the tape.

The one-mile open was the race of the day, and if Sanger had been in it it would have been one of the best fields of starters that could be desired. The starters were: Dirnberger, Terrill, DeCardy, Titus, Cabanne, and Baker, with Cabanne on the pole. O'Connor and Hamilton were on the tandem and were given a flying start. The start was made in good order and then came the fight for position behind the tandem. Judging by

The Riding of the Tandem Team

they expected to catch Dirnberger and carry him around, but in this they failed, as Cabanne pushed through the crowd, caught the coveted position, and was sharp enough to keep himself from being shaken off. Titus followed him in the rear, and Dirnberger was on the side, followed by DeCardy, Baker, and Terrill. This position was kept from the end of the turn on the first lap until the same place on the second lap, when Dirnberger gave up and was followed by DeCardy and Terrill; Baker was a long time noticing that Dirnberger, whom he was trailing, had given up, but when he did he tried to make up for lost time, and started after the other two and the tandem for the third prize. When the tandem team saw that they were carrying in the Spalding riders they then spurted and tried to beat them in, but Cabanne turned out and beat them in by twenty yards, followed by Titus, Baker bringing up the rear.

The one-mile Class A handicap was one of the best races from the audience's point of view. It had a field of seventeen starters, and at the signal they started, and it looked as if a procession was getting under way, and that there were two stragglers who wanted to catch up with the main body of the procession, and after catching up with those in the rear wanted to get in the front ranks. The scratch men were E. T. Hand, of Plainfield, and W. C. Roome, and they caught up with the rear enders on the backstretch and at the last turn had pushed their way well up in front. The entire lot was

Bunched from the Half Pole to the Finish

and made a very interesting sight. At the end of the backstretch the break for the tape began and for a few seconds the officials, old hands at such events, held their breaths expecting to see a spill. To the surprise of all, they came through safely without even a foul, and were bunched at the finish. Hand, the scratch man, won the race by only a few inches by jumping for the tape; for second place there are a variety of opinions, but the officials decided that Nowlin had beaten Thome over the tape. The time from scratch—2:14⅗—shows that the boys did some good riding.

The referee was very strict in having the riders make good time and put severe time limits on all of them. In the third race he put a limit of 1:35 on a two-third-mile heat race. The first heat was run in 2:02⅘, even when the referee stood at the side of the track and cautioned them to go faster or lose the race; this they disregarded, and he declared it no race and no run over. When the second heat was ready to start, he told the starters what he had done to the others, and said that they would get the same medicine if they exceeded the limit. It was run in 1:42⅗ and he declared it no race, and

Declared the Whole Race Off.

This determination had the effect of showing them that he had the backbone to make a limit and stick to it, against the demands of the audience, and better time was made; and when there was a limit, the race was run inside of it.

Arthur Gardiner kept up the reputation he has made in all of his races this season of keeping in the rear of the crowd, and jumping out on the side of the turn and running toward the tape. In only one instance did he fail, and in that he did not get a place. He has a very disagreeable habit of looking around when he finishes that will get him into trouble some of these days.

The exhibition of trick riding by Lee Richardson was a revelation to many of the audience, and their delight was shown by long and continued applause. His backward riding was the greatest performance, and when he rode a third-mile backward in 1:44 he had to show himself again and bow his acknowledgments.

Summaries.

One-mile novice.—George Davisworth, first; B. W. Twyman, second; Stewart Leathers, third. Time, 2:28. This was an easy win for Davisworth, he finishing about ten yards ahead of Twyman.

One-mile handicap, Class B.—F. G. Barnett, 75 yards, first; Conn Baker, 75 yards; second; W. W. Hamilton, 50 yards, third. Time, 2:05. Also ran, Arthur Gardiner, Wm. DeCardy, W. A. Terrill, E. E. Anderson, Jack Coburn, and Pat O'Connor. This was a hotly contested finish, in which Conn Baker tried to run away from the others, and was lapped over the tape by Barnett by only a hand's length.

Half-mile, Class B, with time limit of 1:10.—Arthur Gardiner, first; Jack Coburn, second; Wm. DeCardy, third. Time, 1:07⅗. Also ran, Barnett and Cooper. In this race the crowd was strung out in single file until on the last turn, when Gardiner swung out to the outer edge and started for the tape, leaving Coburn and DeCardy to fight for second.

One-mile handicap, Class A.—E. T. Hand, scratch, first; A. J. Nowlin, 60 yards, second, Carl Thome, 60 yards, third. Time, 2:14⅗. Other starters, W. C. Roome, J. C. Mitchell, Owen Kimble, B. W. Twyman, E. D. Fichtner, R. H. Deering, Geo. Davisworth, Stewart Leathers, Louis Bond, and Coleman Meriweather, all of Louisville; E. L. Pearce, of Danville, Ky.; R. M. McCune and Moses Starr, of Paducah, Ky., and W. C. Roome, of Jersey City. The limit man, Meriweather, started out a rattling pace, but was overtaken by the others and the crowd bunched on the second turn and kept the bunch through the race. On the homestretch they were still bunched and came through without an accident. The photographer was unable to get a good photograph of the finish, but the one taken showed Thome leading Nowlin. The officers decided differently.

One-mile open, Class B.—L. D. Cabanne, first; F. J. Titus, second; Conn Baker, third. Time, 2:06⅘. M. F. Dirnberger, Wm. DeCardy, and W. A. Terrill also ran. This was *the* race of the day and by putting in his own tandem team Dirnberger thought he had it his own way, but in this he was mistaken. Cabanne caught the tandem and held it, closely followed by Dirnberger and DeCardy, who gave up on the second lap and let the other three finish.

Owen Kimble, paced by George Davisworth and J. C. Mitchell, all of Louisville, rode a half-mile in 1:00⅗. The previous record (local) was 1:02.

SECOND DAY.

LOUISVILLE, KY., May 25.—The prospects on the morning of the second day were not very flattering for the races being held, as it rained nearly all of the forenoon. In the afternoon the sun would peep out for a minute or two and then disappear; this had the effect of keeping away a great many people who would have attended had the weather been clear. As it was, the attendance was not over 1,000. Those who did attend saw one of the best lot of races that has ever been seen in this part of the country. There



Owen S. Kimble, Louisville's Crack Rider.

was not a poor race on the programme; in fact every one was contested as if the life of the rider depended on his winning the race.

In the two-mile Class B handicap there was a great deal of kicking about a decision. Those on a line with the tape saw Cabanne push his wheel across the tape and pass by Baker's wheel, while those in the grand stand

WANT A WHEEL?

Order a Waverley Scorcher and you will get it without delay. Are you losing customers because you can't get wheels? Order Waverley Scorchers for them and you will get immediate shipments. They please everybody.

LONGMONT, COLO., May 7, 1895.

INDIANA BICYCLE CO., Indianapolis, Ind.

Gentlemen: I ride your Waverley Scorcher No. 12,200—1895 model.

I consider this a remarkable wheel—so light, and yet so strong and stanch. I have ridden this wheel nearly 500 miles and have never had a spoke loose. May 5, 1895, I started at 6 a. m. and took a trip across the country, up hill and down, over smooth and rough roads, and when I pulled up in Denver at 11 a. m. I had ridden sixty-four miles, and I never touched the wheel with a wrench or had the tool bag open. I passed riders on the road, sitting to one side trying to mend their bicycles, but I noticed that none of the defunct wheels were Waverleys.

The Waverleys are out of sight and all right, and the best references in this part of the country are the riders of these wheels. They are always ready to speak a good word for them, and say they run so easy they hardly know they are doing anything toward propelling them.

Respectfully,
GEORGE E. SMITH,
of Kistler & Smith.

CLARKSVILLE, MO., April 29, 1895.

INDIANA BICYCLE CO., Indianapolis, Ind.

Gentlemen: After subjecting the '95 21-pound Waverley Scorcher to the severest strain over our roughest *country* roads, I am satisfied that it is the wheel to "pin your faith to." Last season two new wheels were sold here, one Waverley and one ———. This season there have been five new wheels sold—it is needless for me to say—you know—all Waverleys. The boys are delighted, so am I. Further comments unnecessary.

Yours very truly.
T. S. MCQUEEN.

BRANCH HOUSES:

42 Peachtree St., ATLANTA, GA.
602 Main St., BUFFALO, N. Y.
38 Columbus Ave., BOSTON, MASS.
184 Madison St., CHICAGO, ILL.
150 N. High St., COLUMBUS, OHIO.
243 Vine St., CINCINNATI, OHIO.
12 W. Second St., DAYTON, OHIO.
1629 Stout St., DENVER, COLO.
350 W. Jefferson St., LOUISVILLE, KY.
498 Broad St., NEWARK, N. J.
11 E. 59th St., NEW YORK CITY.
30th and Broadway, NEW YORK CITY.
67 Cortland St., NEW YORK CITY.
913 Arch St., PHILADELPHIA, PA.
18-20 McAllister St., SAN FRANCISCO.
Masonic Temple Building, SPRINGFIELD, MASS.

INDIANA BICYCLE CO.,

Indianapolis, Ind., U.S.A.

say that Baker passed over first. Ten inches from the tape Baker was in the lead, but when they passed over the tape Cabanne went first.

In the two-mile Class A another hot contest was seen;

The First Three Men Across the Tape

had not over twelve inches of space between their front wheels. Some one in the stand made the remark that the race was won by a nose's length. In this event there were thirteen starters, but that had no effect on the riders for none of them noticed it at the start and it went off without any accidents.

In the mile open Dirnberger's scalp was again trailed in the dust, this time by Gardiner, Titus, and Cabanne. In this as in the one on Friday everything was fixed for him to win, and the tandem took the outside of the track so that he could hold to it and be carried around. The riding showed this and as he was defeated, anyway, no protest against the team work was made.

Lee Richardson gave another exhibition of fancy riding and received a perfect ovation from the audience. He had to appear twice and bow his acknowledgment of the applause.

Summaries.

Half-mile, Class A.—E. T. Hand, W. J. Huffstetter, W. C. Roome, and J. C. Mitchell qualified in the first heat. Time, 1:25⅕. In the second heat, O. S. Kimble, Carl Thome, E. D. Fichtner, and B. W. Twyman qualified. Time, 1:11. The final heat: E. D. Fichtner, first; E. T. Hand, second; Carl Thome, third. Time, 1:05⅕, state record. In this race the track record was broken, as the first fall in competition was made by A. J. Nowlin, who turned two complete somersaults down the slope on the high bank. He was not hurt and mounted his wheel unassisted and rode to the dressing-rooms.

Two-third mile open, Class B.—Arthur Gardiner, first; L. D. Cabanne, second; W. A. Terrill, third. Time, 1:32⅖. Other starters were: Wm. DeCardy, E. E. Anderson, Gus. Steele, F. J. Titus, and Jack Coburn. This can be summed up in the same manner as all of the races in which Gardiner won. He came from sixth position on the turn and won.

Two-mile open, Class A.—Owen Kimble, first; E. T. Hand, second; Carl Thome, third. Time, 4:50⅘. Other starters: J. C. Mitchel, E. L. Pearce, B. W. Twyman, W. H. Seaton, E. D. Fichtner, George Davisworth, R. H. Deering, Moses Starr, W. C. Roome, W. J. Huffstetter. Thirteen starters and no accidents. Deering set the pace for three laps and gave way and let the others do the work. The finish was almost a dead heat and was given to Kimble, although many believe that Hand beat him.

One-mile open, Class B.—Arthur Gardiner, first; L. D Cabanne, second; F. J. Titus, third; Dirnberger, fourth. Time, 2:06⅕. Other starters, Phillips, DeCardy, Barnett, Steele, Coburn, Terrill, and Baker, with O'Connor and Hamilton on the tandem. This race was fixed for Dirnberger by his team, but the others were too sharp for him. In the start the tandem was out on the edge, and Baker tried to sprint for the whole mile, but was overtaken on the last turn of the first lap and passed by the tandem, with Dirnberger, Cabanne, Gardiner, and Titus behind. They went around in this order until the start of the home-stretch, when all rode out and spurted for the tape. Gardiner outsprinted Cabanne and won by a foot.

One-third mile open, Class A.—Owen Kimble, first; E. D. Fichtner, second; J. C. Mitchell, third. Time, :44⅘, which ties the record for Class A now held by Porter. Kimble took the lead from the start and was never headed, winning with ease even in the fast time.

Two-mile handicap, Class B.—L. D. Cabanne, 50 yards, first; Conn Baker, 120 yards, second; Jack Coburn, 145 yards, third. Time, 4:41⅗. Other starters, DeCardy, Cooper, Hamilton, Terrill, Barnett, Anderson, Steele, Titus, and Phillips. The crowd bunched before the end of the first lap and loafed for a time, and first one and the other would lead until after the fourth lap, when Barnett started to go and lead the crowd across the tape, thinking that the fifth lap was the end of the race. After crossing the tape he was out, and then came the sprint for home with Baker in the lead. At one foot from the tape Baker was at least six inches ahead, but Cabanne jumped his wheel and beat him over the tape by at least two inches.

Father Time Gets a Beating.

Lee Richardson rode an unpaced mile backward in 2:29.

The Syracuse quad and Dirnberger rode an exhibition mile with a flying start in 1:59⅕, redeeming himself in the estimation of the audience for the poor showing made in the competitions.

F. G. Barnett rode an unpaced flying start two miles in 4:42⅖, which is a record, as Porter made the same distance in 4:55.

Dirnberger and the quad then rode a third-mile flying start to see if the quad could run away from him. They succeeded in doing so, and made it in :34⅖, while Dirnberger's time was :35. Just as the audience was leaving the grounds the rain came, and then there was a scramble for shelter.

Tonight the Morgan & Wright team left for home to finish their preparations for the road race. E. E. Anderson left for St. Louis. The Spalding team—consisting of Sanger, Titus, Cabanne, Shafer, McGue, E. T. Hand, and W. C. Roome—Lee Richardson, and F. D. Spooner left for Plainfield, N. J., to stay until the opening of the national circuit.

Before the Spalding men left, the hatchet was buried between them and the Syracuse team, and an affectionate good-by was said by all. Conn Baker and E. W. Humphrays, of the Hoffman team, left on the same train with the others for Plainfield.

Louisville has taken October 2 and 3 in the national circuit, and will make the September meet more of a local affair than on the plan heretofore decided upon.

LACY'S FAST TWENTY-FIVE.

Los Angeles, Cal., May 19.—The twenty-five-mile invitation race held under the auspices of the Wheelmen's Training League took place at Athletic Park yesterday and resulted in the establishment of a new California record for the distance by Fritz Lacy, of this city, who rides under the colors of the Bay City Wheelmen, of San Francisco.

The day was cloudy and cold and a stiff breeze blew across the track, which probably prevented a new world's record being made. [The Bearings was in error last week when it stated that this was a world's record. Titus' figures for the distance are 56:04⅗.—Ed.]

Emil Ulbricht, the "Flying Dutchman," was looked upon as the probable winner but Fritz Lacy displayed better judgment and won the race by forty feet.

The great event was advertised to start at 2:30 o'clock, but it was fully 3:15 before Hatton, Lacy, Ulbricht, Jenkins, and Schmidt lined up in the order named. Walter Foster, who was advertised to appear, did not start on account of a serious injury received in a fall at the Fabiola race meet at Oakland, and on the advice of his physician,

The Game San Franciscan Withdrew from the Contest.

Tandems were introduced to make the pace, and at the crack of the pistol there was a grand rush for position behind the first tandem, which was manned by Spier and Tompkins. Lacy succeeded in getting there a little ahead of Ulbricht and managed to keep his position throughout the race, although Ulbricht made several attempts to take the place from him. The first mile was covered in 2:18⅕, the order of finishing being: Lacy, Ulbricht, Hatton, Jenkins, and Schmidt.

The second mile was ridden in 2:20⅕, and the pace proved to be a little too warm for Hatton, who dropped out at the end of the eleventh lap; otherwise there was no change in the positions of the men, although Ulbricht made several ineffectual efforts to take Lacy's place behind the tandem.

At the End of the Third Mile,

which was ridden in 2:23 flat, the order was Lacy, Ulbricht, Jenkins, and Schmidt, and this order remained during the next mile, which was reeled off in 2:25⅘, and which proved to be a little too fast for Jenkins, who dropped out, leaving Lacy, Ulbricht, and Schmidt to fight it out. Burke and Castleman, mounted on a tandem, were then put in to relieve Spier and Tompkins, and another fight for position was indulged in, but Lacy managed to keep his position.

There was no change in the positions for the next four miles. The fifth was run off in 2:18⅕. In the ninth mile Ulbricht attempted a steal for the position behind the tandem, and in so doing was forced off the track and his opponents both claimed foul riding, but the judges decided that it was accidental and allowed the "Flying Dutchman" to ride. He made another desperate effort to force Lacy away from the tandem but was unsuccessful.

The Pacemakers Slowed up in the Tenth Mile

at Lacy's request. The time for the tenth mile was 2:46⅗, and for the first ten miles 24:33.

Holbrook and Parks then appeared on a tandem and Ulbricht again showed his fighting qualities, but his sprint was not equal to that of Lacy, who again beat the Dutchman out for the position. After going four miles the tandem broke down and Ulbricht shot ahead and took the pole from Lacy for the first time, but he was not destined to keep it long; the pacemakers came out on another machine and Lacy had his wits about him and at a favorable moment jumped Ulbricht and again took his place behind the two-man machine for the fourth time. This piece of work on the part of the Bay City boy was greeted with great applause by the spectators.

Up to this time

Schmidt was not Making any Demonstration Whatever,

but was sawing wood, but in the fourteenth he attempted a steal for the tandem, and had it not been for a simultaneous jump on Ulbricht's part, Schmidt might have succeeded in taking the position from Lacy; as it was, the three men were riding almost abreast, and Schmidt lost a good opportunity by not jumping for Ulbricht's place when the latter was alongside the tandem.

The first fifteen miles were ridden in 37:30⅘ with the men in the same position as at the start. In the twenty-first Ulbricht contented himself with third place and rode in that position until the twenty-fifth mile was reached. When the tandem commenced to slacken the pace preparatory to leaving the track, Ulbricht began to move up, and for a time it looked as if the race was his, but Lacy commenced to sprint, and before Ulbricht was aware of the fact

Lacy was Twenty Yards in the Lead.

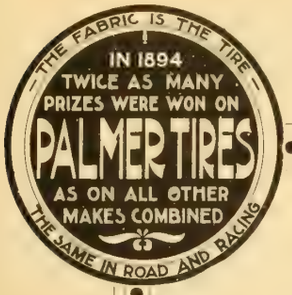
Ulbricht commenced to go after him and gained a little, but could not overcome the great lead the plucky Lacy had gained. Lacy won easily, Ulbricht second. Schmidt seemed to lose his head in the final spurt and ran over the bank, sustaining a few minor cuts and bruises. The race was voted one of the best ever witnessed in this part of the state.

Following is a table giving the time for each mile:

MILES.	TIME.	MILES.	TIME.
1	2:18⅕	14	*34:50
2	*4:38⅖	15	*37:30⅘
3	*7:01⅗	16	*39:53⅕
4	*9:27⅕	17	*42:27⅘
5	*11:45⅗	18	*45:00⅗
6	*14:19⅗	19	*47:32⅘
7	*16:49⅗	20	*50:05⅘
8	*19:22⅗	21	*52:44⅖
9	*21:56⅖	22	*55:20⅗
10	*24:33	23	*57:57⅘
11	*26:56⅕	24	*60:38⅕
12	*29:33⅖	25	*63:08⅘
13	*32:13⅘		

*Indicates the best time for the distance on a Southern California track.

Miss Martha M. Schultze, a teacher of German in the high school at Syracuse, while riding the other night was thrown in front of an electric car going at full speed. She was seriously injured. Her escape from instant death was wonderful.





TWICE AS GOOD AS OTHER TIRES

The Same Old Story

At Fabiola races, Oakland, Cal., May 11, there was won on March wheels with PALMER TIRES

All Class B Prizes. All Class A Prizes Except Two.

AT SANTA BARBARA, CAL., MAY 15,

TWO-MILE HANDICAP, "B," FIRST AND SECOND - - -	SAME WHEEL
ONE-MILE SCRATCH, "B," FIRST AND SECOND - - -	SAME MEN
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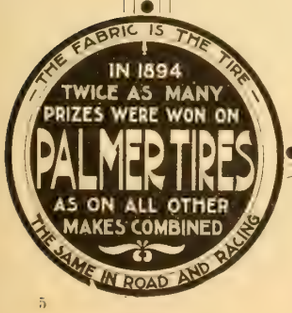
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ECK ON THE WAR PATH.

Johnson's Trainer Proposes to Make Things Lively for the L. A. W.—Me and Johnny Released.

SYRACUSE, N. Y., May 26.—If a revolution is excited by the Class B riders of the League of American Wheelmen to throw the big organization into disruption, and should the movement succeed in the abolishment of the B men by the League, the uprising will be traced to Syracuse. Since the suspension of T. W. Eck, and rumors to the effect that other riders would receive their dose of the National Racing Board's concoction which made John S. Johnson weary, the famous trainer has been a most energetic individual. He has written a letter to Chairman George D. Gideon, requesting that charges be preferred against him, that he may be privileged to vindicate himself before the board. A copy of this letter follows:

Your favor of recent date advising me of my suspension as trainer from participation in bicycle races for the period of one year was duly received by me. It is with regret that I find the board has taken such action, especially in view of the fact that I have received no notification of charges that are preferred against me, and I have had no opportunity of offering any defense. I do not believe the gentlemen who constitute the Racing Board intend to act in an unjust manner, and I ask, in accordance with the common usages of law and practice and a spirit of fairness in sportsmanship, that I be given a copy of the charges preferred and an opportunity to answer such charges. If then the Racing Board find me guilty of violations of their rules I have no further comment to make.

Eck and Johnson Discharged.

But Thomas Wentout Eck has little faith in the idea that his plea will be heard, and for that reason has taken measures to promulgate a little theory of his own. Eck and Johnson were released from their old contract by E. C. Stearns & Co., and are now floating about with the tide, and ready to be carried safely into port again by some manufacturer—the right manufacturer. When Eck was informed by the head of the Stearns house that the services of Johnson and himself would not be needed in the future under the old contract, Eck did not relish the treatment, and if he does make a new contract with the makers of the Yellow Fellows it will be a big surprise all round. As the question now stands Tom does not feel inclined to even listen to a proposition from this house, for a half-dozen makers are hot after Johnson, even if he is in the professional ranks. With Johnson away from Syracuse the field locally will look barren. For three years he has represented the city, and the residents have begun to look upon him as one of their own. Poor Johnson has had hard luck. A few short months ago his mother died and left him alone in the world, with the exception of his brother Anton. The second calamity came when his sweetheart, who was to have become Mrs. Johnson, died in Toronto. After that sad occurrence he was brought up short by E. C. Stearns & Co. when contemplating a tour in Europe. Johnny contested and was obliged to pay the freight. No sooner was the suit decided against him than Gideon took the papers in the action, and later suspended him, and subsequently expelled him.

Johnson's Intentions.

Four short months cover four instances where the young rider has suffered much misery. He is still hopeful and confident, however, and the prospects are brightening. Eck has received communications from various parts of the country where race-meet promoters offer big purses for his appearance. The Associated Cycling Clubs of Boston want him to race against Zimmerman or a tandem. Eck is not yet ready for a match with Zimmerman, and Johnson will therefore compete against the tandem. He will also ride in Philadelphia, but the exact date when he is to launch out boldly on the ocean of professionalism has not been definitely fixed.

But in regard to the dissension alleged to have been stirred up by the Class B men Eck is very much interested. He has called a meeting of the American League of Racing Cyclists to be held in Albany on June 5, when an argument will be advanced to take the racing interest out of the hands of the L. A. W. and have it conducted according to the rules and ideas of the association. It is said, and in fact Eck is authority for the statement, that most of the Class B riders feel that cash prizes should be given in preference to the alleged $150 trophies which are now being put up.

Will Call on the A. L. R. C.

On this point he expressed himself to THE BEARINGS' correspondent as follows: "When I see the underhanded methods of the Racing Board being employed day by day in the interest of their own petty schemes and desires, I can not help but feel that the time has come when the racing interests need thorough overhauling. The Class B men today are fearful that Chairman Gideon's ax is suspended and will fall shortly. They do not relish the idea of being thrown out of the L. A. W. without an opportunity to present their side of the case. Would it not be better for them to try and cause their own organization to flourish (?) and with the assistance of the cash prize league they could do so. I tell you it is a shame the way things are being run by this board. They expel me on charges of which I have no inkling whatever. Is this fair treatment? Ask the thousands of wheelmen who side with Johnson and myself and see. The feeling is growing stronger every day and when the meeting of the A. L. R. C. is called in Albany on June 5, something will develop that will surprise you all. This is no idle boast.

"Sore at the League.

"I do not care for or feel very kindly toward the League after the treatment to which I have been subject. Once I did everything in my power to boom it and this is the way its officers have retaliated. Why was I singled out as the trainer for an example? Why was Johnson punished when just as many charges could have been lodged against other riders? I do not deny that I have received money for Johnson's appearance. The fact remains, however, that I have never solicited a penny. Ex-Chairman Raymond told me, and he will not deny it now, that I would be a fool not to take a reward for Johnson's riding if it was offered to me, but I must not under any circumstances ask for it. Stoutly I now say that every statement that I forced race-meet promoters to produce, is a base libel and a lie. Shut out by the Racing Board, I think they must mean to prevent me from gaining a living. But they can't do that. I am the same Tom Eck and will continue to be. Wait until the association meets at Albany, and then see where we are at."

Eck and Johnson are still in the city and will be until Wednesday, when they leave for the east. Johnson will not go to Europe, despite rumors to that effect. He will possibly ride at Waltham on May 30.

Class A Meet at Cortland.

Yesterday afternoon a Class A tournament was held at Cortland, N. Y. John S. Johnson rode an exhibition half mile without pacemakers in 1:08.

Summaries.

One-mile novice.—A. B. McDowell, first; G. B. Bloxson, second; G. Ross French, Jr., third. Time, 2:26¼.

One-mile open.—W. M. Randall, first; C. A. Tucker, second. Time, 2:53⅗.

Half-mile boys' race.—Kenyon McDowell, first; L. R. Palmer, second. Time, 1:20⅖.

Half-mile open.—A. E. Weinig, first. William Birdsall, second. Time, 1:15.

One-mile Cortland A. A. championship.—F. W. Stoker, first; F. H. Munroe, second. Time, 2:51⅕.

Two-mile handicap open.—Charles S. Hyde, 200 yards, first; W. M. Randall, 140 yards, second. Time, 5:14.

One-mile Cortland County championship.—Grave Stevens, first; R. E. Reiley, second. Time, 2:54⅖.

Quarter-mile open.—W. M. Randall, first; G. W. McTaggart, second; A. J. Pendergast, third. Time, :36.

CANADIAN RACES.

TORONTO, ONT., May 25.—Toronto wheelmen now have the advantage of two first-class bicycle tracks, a quarter-mile board oval having been completed this week by the Toronto Ferry Co. on the island. C. W. Ashinger superintended the construction, and has reason to be satisfied with the results obtained. The track is very fast, and banked up for the highest speed. The company has gone to great expense, having erected a large two-story grand stand, and as it is estimated about 10,000 of the inhabitants are cyclists, it is considered the company's enterprise will prove a commercial success.

The track was opened on the 24th—the queen's birthday—a date which marks the beginning of cycling events of importance in Canada. The entertainment yesterday was provided by some half-dozen professional riders, of whom J. F. Starbuck, of Iowa, and H. E. Bartholomew were easily the stars, although the old veteran, Frank Waller, was generally in evidence. The spectators did not enthuse to any extent, and the affair was too much of a hippodrome.

Summaries.

Quarter-mile flying start.—H. E. Bartholomew, first; Frank Albert, second; H. Kanaska, third. Time, :31. Also started, J. R. Gannon, Frank Waller, and A. S. Meixwell.

Five-mile open.—J. F. Starbuck, first; H. E. Bartholomew, second; Waller, third. Time, 13:42⅖. Other starters, Gannon, Kanaska, Meixw ll.

One-mile open.—Starbuck, first; Bartholomew, second; Kanaska, third; Gannon, fourth. Time, 2:30.

Quarter-mile flying start.—Starbuck, first; Bartholomew, second; Waller, third. Time. :28.

Three-mile open.—Starbuck, first; Bartholomew, second; Waller, third; Meixwell, fourth; Charles Ashinger, fifth. Time, 7:51⅖.

Half-mile scratch.—Starbuck, first; Bartholomew, second; Waller, third. Time, 1:13⅘. Other starters, Meixwell and Gannon.

Saturday's Racing.

On Saturday the amateurs had their innings and the events were fairly well filled. McLeod, of Sarnia, now on the Brantford team, showed good form, and with Harley Davidson and Gibbons should be a rather formidable combination. McCarthy and Robertson, of the Comet Cycle Co.'s team, also showed good style, McCarthy beating out McLeod in one of the heats.

Summaries.

One-mile novice.—Hulse, first; Logan, second; Laver, third. Time, 2:41.

One-mile 2:40 class, Class B.—Gibbons, first; McColl, second. Time, 2:33⅕.

Half-mile, Class B.—McLeod, first; McCarthy, second.

Half-mile, Class A.—Hulse, first; McKellar, second; Ellroy, third. Time, 1:13⅘.

One-mile, Class A, handicap.—Logan, first; Bonsall, second. Time, 2:18.

One-mile, Class B, handicap —Gibbons, first; McColl, second. Time, 2:20.

Two-mile, Class A, handicap.—Little, first; Greatrix, second. Time, 5:10.

Two-mile, Class B, scratch.—McLeod, first; McIntosh, second. Time, 5:36⅖.

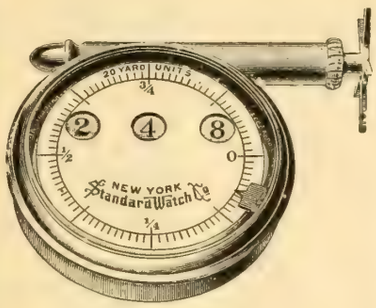
Other Race Meets.

Brantford held a successful race meet on the queen's birthday. The events were all well filled, and Toronto riders got most of the "plums." Harley Davidson was the star, winning every event he entered for, also breaking the Canadian mile competition record—time 2:24¼—and winning the prize of an unset diamond.

At St. Thomas the racing was good. T. B. McCarthy was the Class B star, winning the three events entered for by him, including an unpaced mile record in 2:30⅘.

At Ottawa the Ottawa Bicycle Club races were attended by his excellency, the governor general, the Earl of Aberdeen and suite, and a large number of spectators. Several races were declared off as the men showed a disinclination to get inside the time limits. McKellar, of Toronto, had a "cinch," winning all open Class A events.

The Springfield (Mass.) Bicycle Club's road house at North Wilbraham was formally opened last week.



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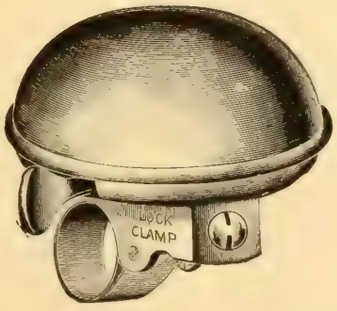
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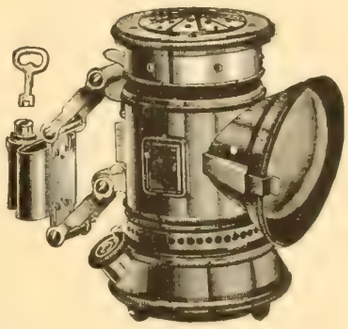


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BISONS SURPRISE THE CANADIANS.

WOODSTOCK, ONT., May 24.—Buffalo and Tonawanda riders captured every open event at today's meet of the Woodstock Amateur Athletic Association, and this in spite of the fact that Robertson, Hensal, Doane, and Gibbons, the crack Canadian racing men, came here for the express purpose of preventing the Americans from making an exhibition of the queen's subjects. It was Her Majesty's birthday, and the Canadians were sorely disappointed at not capturing a single first prize on such a festive holiday. It finally resulted that the fields were reduced by the refusal of the "at homes" to line up, knowing that sure defeat stared them in the face.

It was a magnificent day for racing and the new quarter-mile track was in excellent condition. There were twelve entries in the one-mile Class A event, but when the final heat was reached only Charles Werick and F. A. Foell, of Buffalo; H. G. Winter, of Tonawanda, and T. W. Barnes, of Hamilton, lined up. The three Bisons alternated in the pace and the fight for honors was between Werick and Winters. The latter tried to sprint a full quarter and the Parksider overhauled him in the last eighth. Both worked like Trojans, but Werick secured the verdict by a good length. In the half-mile Class B a pretty fight was witnessed. Charlie and Louis Callahan each fought for first place, but the

Aim of Both was to Distance the Canadians,

Robertson and Young. Louis succeeded in beating his brother, but it was a close shave.

The brothers raced under similar conditions in the one-mile Class B. This was a race against the Canadian record of 2:21. There was a pacemaker in the second quarter, and Ben Cleveland hit it up in the third. At the shot of the pistol Ben cut an awful clip so that Young and Hensal were left behind in the first lap. The last quarter was a scorcher, and Brother Charles finished ahead, going the third lap in :31⅘.

One of the most interesting events of the meet was a tandem race against time in which the Callahan brothers succeeded in breaking the Canadian record of 2:12. The official time of the Callahans was given as 2:11⅕, but the timers were off, as reliable unofficial watches caught every quarter, and an extra one was held on the mile. The unofficial timers agreed on 2:09⅘. The first quarter was made in thirty-five seconds, but when the Bisons sped by the second quarter :29⅗ later the crowd went wild with enthusiasm. The last two quarters were made in :32⅕ and :33, respectively. It was a brilliant race.

Hulze and Robertson, of Toronto, then tried to beat the time made by the Bisons, but met with an ignominious failure. The most generous time caught their mile at 2:12⅕.

Summaries.

One-mile novice. Class B.—Ben Cleveland, first; A. B. Brown, second; W. H. Markel, third. Time, 2:46.

One-mile, Class A.—Charles Werick, first; H. G. Winter, second; F. A. Foell, third; T. W. Barnes, fourth. Time, 2:39⅘.

Half-mile, Class B.—L. A. Callahan, first; C. H. Callahan, second; S. D. Robertson, third; Alf Young, fourth. Time, 1:23.

Half-mile, Class A.—H. G. Winters, first; T. W. Barnes, second; F. A. Foell, third; Charles Werick, fourth. Time, 1:19⅕.

Two-mile, Class A.—H. G. Winters, first; Charles Werick, second; Charles Porter, third; L. Rowley, fourth. Time, 5:49.

One-mile open, Class B.—C. H. Callahan, first; L. A. Callahan, second. Alf Young and W. R. Hensal, Toronto, distanced. Time, 2:17⅕.

Two-mile, 6-minute class, Class B.—C. M. Bowes, first; Ben Cleveland, second. Time, 5:28⅕.

Two-mile, 5:40 class, Class B.—C. H. Callahan, first; W. R. Hensal, second; L. D. Robertson, third. Time, 5:13⅘.

Five-mile, Class A.—F. A. Foell, first; Charles Porter, second; L. Rowley, third; T. W. Barnes, fourth. Time, 14:25.

TOO MUCH TEAM WORK.

SANTA BARBARA, CAL., May 15.—Today was the opening day of the Southern California racing circuit, and it was one of the worst days that could have been chosen for such an event. From early in the afternoon the wind blew in powerful gusts, and at times almost brought the riders to a standstill, so great was its force.

The races were held at Agricultural Park and the course was not in the condition that the promoters had promised. It was a widely advertised meet, and the announcement had been made that Allan Jones, of San Jose, and Walter Foster, of San Francisco, who came south to follow the circuit, would go for the short-distance records, but the condition of the track and the force of the wind prevented any attempt at record breaking.

There were ten entries for the mile novice and nine started. The race was a loaf from start to finish, and was won by L. L. Norwayo in 3:25, C. Blake second, and Walter Pratt third.

The mile open, Class B, had five starters and at the flash of the pistol, Foster took the pace, followed by Jones, of San Jose.

Foster Made all the Pace

up to within one-eighth of the wire when Burke jumped the bunch and finished first, with Castleman, of Riverside, close up; Foster third. Time, 3:04. A time limit of 2:45 had been put on the race and so it had to be run over again. After the mile Class A handicap had been run, the B's were again called out and again exceeded the time limit, owing to team work, no one wishing to make the pace fast.

After some discussion it was decided to try tandem pacing to make the men ride faster. Again the race was started and with better results in the end. The tandem pulled the racers out in fine style, the men keeping well bunched until the homestretch was reached when Jones started the spurt and for a time kept the lead, but Burke, Castleman, and Ulbricht caught up to him and passed the San Josean, finishing in the order named in 2:23.

The spectators became disgusted over the team work and much adverse criticism was indulged in.

The mile handicap, Class A, proved to be one of the most interesting and exciting events of the day. Cleaver, the Chicago man, and Clark, of the Garden Citys, of San Jose, were on the scratch mark.

At the Crack of the Pistol

Clark got off in great style and caught the handicap men at the half-mile and raced along until Cleaver caught up and passed the bunch with Eckhart, seventy-five yards, after him and Clark and Wade, seventy-five yards, close up. In this order they rode until the stretch was reached when Eckhart forged ahead and for a time it looked as if he had the race well in hand, but Cleaver had a sprint in reserve and passed over the tape a winner in 2:36⅕, Eckhart second, and Wade third.

The county championship was an interesting race and created much excitement. A tandem was put in to pace the aspirants for county honors and started out at a terrific pace, but on finding that the men could not keep up slowed down and set a more leisurely pace. Overraa got off first, but the pace was too hot and he gave way to O. G. Robbins, who won the race in 2:36⅘, Eckhart second, and Wade third.

The two-mile Class B handicap, with the same entries as in the mile open, was won by Ulbricht from 100 yards, Castleman, scratch, second, and Jones, fifty yards, third. Time, 5:40.

M'DUFFIE CUT THE COURSE.

LAWRENCE, MASS., May 27.—The first annual Lawrence twelve-mile road race ridden here this afternoon was an unusually hard-ridden event. It furnished some very close and exciting finishes. Four men were disqualified by the executive board of officials, three for not going over the course and one for having accepted pace knowingly. There were 140 entries and about 110 starters. The course was through some of the best streets, twice repeated. The start was opposite the police station and the finish at the corner of Garden and Haverhill streets.

Long before 3 o'clock, the hour set for the start of the race, there was an immense mob around the start, and when the men came out to get up, the police handled the mass with ease. The arrangements for controlling the crowd were excellent. The limit of the handicaps was four minutes. Nat Butler and Eddie McDuffie were on scratch, and some of the best men of the New England states were on the various marks.

McDuffie and Butler were unplaced. McDuffie finished sixteenth, but was disqualified along with C. F. Copp and P. H. Parker for not going over the course. Caldwell was disqualified for knowingly accepting pace. Tom Butler won time prize in 34:05. The other time winners were George Dorr, 34:37; Burns W. Pierce, 34:44; J. P. Clark, 34:45. One or two places were won at the tape itself only after long and bitter struggling on the part of the men. There were in all forty prizes, aggregating about $1,000 in value.

The Finishers.

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	C. F. Copp*	2:30	35:20	24	F. J. Gilmon	2:30	36:17
2	Roy Fay	2:30	35:22	25	J. F. Simpson	2:45	36:33
3	W. B. Sherer	2:00	34:53	26	Geo. Dorr	:45	34:37
4	T. B. Mathews	2:45	35:11	27	E. Soule	2:45	36:38
5	A. H. Thompson	3:00	35:57	28	W. B. Law	2:45	36:40
6	M. Lenfest	2:30	35:28	29	A. B. Speirs	2:00	35:59
7	E. F. Stevenson	3:45	36:44	30	F. A. Barnaby	2:00	36:01
8	A. F. Balser	2:45	35:46	31	F. J. A. Ingraham	2:00	36:02
9	P. H. Parker*	3:00	36:53	32	W. A. Chase	2:45	37:10
10	H. J. Pate	3:00	36:04	33	F. E. Wing	1:30	35:56
11	J. P. Clark	1:30	34:45	34	H. Baker	3:00	37:27
12	W. H. M. Greenhill	2:30	34:55	35	L. Farrar	2:30	36:58
13	Robert Hoffman	3:00	36:26	36	B. W. Pierce	:15	34:44
14	E. D. Lee	2:45	36:12	37	H. C. Crowley	2:45	37:15
15	G. U. Hobbs	2:00	35:28	38	J. F. McCarthy	1:00	35:31
16	E. A. McDuffie*	scr.	33:29	39	A. J. Hammond	1:00	35:32
17	J. W. Manning	1:15	34:47	40	A. J. Foster	2:45	37:29
18	H. E. Caldwell*	:15	34:03	41	E. O. Peabody	:15	35:00
19	H. E. Walton	1:45	35:19	42	H. J. M'Laughlin	2:45	37:41
20	Tom Butler	:30	34:05	43	J. A. Roberts	2:15	37:16
21	C. A. Bodwell	3:30	37:06	44	F. H. Southwick	2:30	37:32
22	G. M. Richardson	2:30	36:08	45	G. Ceddon	3:00	38:11
23	Fred Poole	3:15	37:31	46	H. Thorne	2:30	37:42

*Disqualified.

RACING IN THE NORTHWEST.

COLFAX, WASH., May 25.—Heretofore the cycle racing of the northwest has gained but little more than local recognition, but the coming season bids fair to be far different. The northwest has the craze and has it bad.

A circuit to be composed of the principal cities of Washington, Oregon, and British Columbia is now being arranged nor does it seem that there will be a lack of racing men to follow it. Spokane, Colfax, Portland, and a number of other cities have speedy men in training, who are bound to make things lively as soon as the circuit opens. Here, as elsewhere, record breaking has begun early. F. Waite, of Colfax, is the first one to set the ball rolling; quite recently he reduced the northwest record for the mile to 2:13¾. He was paced by singles with no practice at making the pick-ups, and rode on a rough trotting track; with better pacing and smoother track, Waite will have no trouble in cutting a rather large chunk from this time. Two coming meets, one at Colfax and the other at Portland, will be watched with great interest, as they will in a measure show how the different riders are progressing.

GUARD DUTY

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Western Electrical Supply Co. Omaha. Neb.

THEY WANT GOOD STREETS.

SAN FRANCISCO, CAL., May 21.—San Francisco is fully aroused on the good streets' question just at the present time, and it is hoped that the present movement for good roads will bring about a much-needed change in the condition of the streets of this city. The newspapers, particularly the *Post* and the *Examiner*, are doing great work in behalf of the wheelmen and the drivers of light vehicles, and are waging a war against the small tires that are now used on the more heavy wagons and drays.

The wheelmen are alive to the question and are doing much to carry on the agitation, and with every evidence of success. The clubs have held meetings at which the question has been discussed from every standpoint, and the result will be an organized fight for the maintenance of good streets and the highways leading into the city.

A Grand Mass Meeting and Bicycle Parade

has been arranged for tomorrow night, and it is expected that from 3,000 to 5,000 people interested in the cause will attend the open-air meeting which is to be held in the Mission district, and that fully 1,000 cyclists of both sexes will enter the illumined parade. The captains of the various cycling clubs have issued calls to the members, and the papers have done much to bring unattached riders together on this occasion.

For some time past wheelmen have been much annoyed, and many tires have suffered, owing to the presence of broken glass on the streets. It would seem as if the enemies of cycling are doing all that they can to injure the sport in this city and take this means of making the cyclist's life unbearable. In many instances tacks have been put on cable slots, and many a cyclist has been late getting to his daily work owing to punctures caused by these sharp-pointed little enemies.

There are many who think that the

Railroad Companies are the Wheelmen's Worst Enemies

and there is every reason to believe this to be the fact, as it seems as if the companies took particular pains to wet the cable slots at the busiest times of the day; at any rate, it is true that the cable slots are thoroughly wet three times a day just when the cycling business man would like to have them dry.

THE BEARINGS' correspondent received a letter from Walter Foster today, in which Foster, who is riding on the Southern California circuit, states that he was internally injured at the Fabiola races when he fell with Wells. Foster did not make a very good showing at the opening meet of the circuit, held at Santa Barbara on the 15th inst., and his friends were at a loss to account for his poor showing, but now the matter is explained he has the hearty sympathy of all Northern California wheelmen, but not of the Southern California men, who, it would seem from Foster's letter, do not believe that he is injured and have

Chided him Over his Defeat.

Foster says that he will beat them if he has to die for it and Foster generally means what he says.

The Olympic Club has decided to give century bars to members who ride 100 miles in the required time. Gold bars will be given for performances under 7½ hours, silver bars for ten hours, and bronze bars for thirteen-hour performances.

The racing men are very busy now-a-days training for the different race meets, to take place in the near future. On May 30 the Bay City Wheelmen will give a monster meet on the five-lap cement track at Central Park; the San Jose Road Club will give its first meet of the year on the Garden Citys' track in San Jose, and on June 15 there will be several races at Santa Cruz in connection with the water carnival.

MENOMINEE'S SENSIBLE ORDINANCE.

MILWAUKEE, WIS., May 28.—Menominee, Mich., which is situated just across the river from Marinette, has passed an ordinance which is causing much comment in cycling circles in this state. It is perhaps one of the fairest measures dealing on the bicycle question that has been passed in the west. It provides that all riders must use the right hand side of the street; that no rider must ride through the principal streets at a rate of speed exceeding ten miles an hour, but that this section of the ordinance shall not be in force in road races that have been previously advertised; that every bicycle must carry a lantern at night time, and that the light must be strong enough so that it can be seen for 100 feet.

Looks After the Rider.

So much for the restriction on the rider, who, however, is also provided for with favorable legislation. The ordinance provides a fine or imprisonment for any person throwing anything on the street or sidewalk which is likely to interfere with the speed or progress of a wheel or puncture a tire. No driver of any wagon is allowed to drop anything from his wagon on the street and allow it to remain there. It is further provided that all police officers are compelled to strictly enforce this ordinance. The measure is fair in all respects and ought to be acceptable to all parties interested in cycling. Wausau has a bicycle ordinance which allows wheelmen to ride on the sidewalks when the streets are muddy. All Marinette wheelmen must carry lanterns at night.

To Help Race Meet Promoters

The Wisconsin state racing board has fixed its plans for the season. The board has decided to divide the division into five districts. It will be the duty of each member to gather the names of all racing men in his district and forward them to the chairman of the board so that they can be used by race promoters. Besides this it will be the duty of each member to keep track of all events in his district and assist the handicapper of the division in adjusting handicaps for state circuit races. It has not been decided whether one or two state circuits will be held in this state this season. It is possible that the circuit will open the early part of July and extend into September. The board has decided not to place a limit on the number of prizes or the value thereof that may be offered in all meets. Neither will any restriction be placed on the number of days that meets are to be held in each city.

The Badger Wheelmen have decided to hold their annual road race on Labor Day, September 3. The race will be from Menominee Falls to this city, a distance of thirteen miles, over good roads.

MARSHALLTOWN HAS WHEELS GALORE.

MARSHALLTOWN, IOWA, May 26.—What a sight it would be should the Pied Piper of Hamelin, with his magical flute, wander into town and instead of rats and children have all the bicycles running at his heels. The good people of this city have wheels, not in their heads, but the "real things," which, like the hands of the little boy's watch, "go 'round." Now if this same famous pied piper should lead all these wheels to some secluded spot, and after lining them up count noses, or rather saddles, he would find he had 925 all told, easily worth $75,000; and if he should do a little sum in arithmetic he would find that every twelfth person inside the city limits rode a bicycle. Low-grade wheels are not and never have been good sellers here, and the dealers say that they very seldom have an inquiry for "something cheap." Different parts of the country show a preference for different makes of wheels, and here they seem to take to Sterlings, Columbias, Unions, and Ramblers.

A city ordinance just issued compels riders to have lamps and bells attached to their machines, and as the stock of bells was soon exhausted there were many schemes resorted to in order to evade the clutches of the blue-coated guardians of the peace, some of which were unique. One young man unearthed an old cow-bell and its discordant clang as he sped through the business portion of the city created quite a sensation.

The annual eight-mile road race is again the topic of conversation, and as Decoration Day draws near the celebrated Varnum Hill road, over which it is run, is fairly covered with embryo Zimmermans from morning till night, tearing along as though the Old Nick himself was after them, or the fate of a nation depended on their safe and speedy return. The race, though only of local interest, the prize hung up being of small value, is one of great importance to Marshalltown wheelmen, and the winner is the hero of the hour.

The ladies are slowly but surely taking to bloomers, and as the senseless prejudice wears away they will become the rule, and not the exception as now, and but for the fact that it takes so long to get suits they would already be quite common. Your correspondent was in a tailor shop the other day when a beautiful young lady came in and asked to see some blue cloth.

"Something for a smoking jacket?" inquired Mr. Snips.

"No-o," rather hesitatingly, "I want something you make trousers of."

"Oh! I see," beamed the tailor, "you want to make your brother a birthday present of a pair of pants."

"No, sir," she answered, clearly rattled, "I want them for myself."

ANOTHER CYCLE PATH SCHEME.

BELLEFONTE, PA., May 25.—Quite a novel enterprise has sprung up among wheelmen in Central Pennsylvania, and the question is being strongly agitated by tne various clubs in Williamsport, Jersey Shore, and Loch Haven, and is closely watched by all lovers of the wheel in towns farther west.

It is proposed that a wheelman's road or track be built to be used solely by cyclists. The starting point to be Williamsport and west to Loch Haven, a distance of some forty miles. The plans as now laid out are for a rolled gravel track of from eight to ten feet in width and of sufficient elevation to insure proper drainage at all times. The estimated cost through the Lycoming Valley would be from $250 to $300 per mile, and the course is alongside the Philadelphia & Erie division of the Pennsylvania Railroad The object is a two-fold one—that of business and pleasure. The commercial relations between the two cities named are close, both being lumbering towns, and the railroad facilities are not adequate; and it is believed that with such a wheel track business men could either journey or send a messenger from one city to the other in much less time than it now requires to await the arrival of the train and then make the journey. Besides it would afford an excellent opportunity for practice racing and wheeling for pleasure.

If the project is carried out and proves a success the track will then be extended on west through Bellefonte and Tyrone to Altoona, making a total stretch of a little more than one hundred miles, and connecting, by wheel, the two most important cities in the central part of the state.

John H. Gardner, one of the best riders in Syracuse, fell while setting pace for John S. Johnson on the track at Syracuse last week and is now in the hospital. His face is badly bruised and torn and his right eye badly damaged.

Faint Hearts

Never win victories. The stout hearted and courageous are the kings of the path. Sycamores are brave little men, and Sycamores are Crimson Rim riders. In the push are they, and a great hurroo greets them on every hand.

They Catch The Crowd

What a world of meaning in the single sentence. Riders who cover the circuit with the gore spilled from the conquered forms of their rivals. And others follow where their leader's pace takes them. Once more HURROO for the little men who are breaking world's records and chasing up the prize lists. Watch and wait.

Oh! But Didn't We Scoop Them in on Decoration Day. Yum! Yum!

At Louisville, Ky., May 25, the "Crimson Rim Syracuse" quad team broke the one-third-mile world's record. Time, :34 3-5.

Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.



Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

RENOVATING THE PITTSBURG TRACK.

PITTSBURG, PA., May 28.—The quarter-mile track of the Pittsburg Athletic Club has been rebanked and is two or three seconds faster than last year. It now holds the world's half and mile paced records for a quarter-mile track and with the new improvements should rank among the best tracks in America. The first track races of the season will be held on Friday and Saturday, June 21 and 22. The meet will be open to Classes A and B and on Friday the races will be held in the evening by electric light. If the management can get the cracks to ride at night seven or eight thousand people will turn out to see them, as all athletic entertainments that have been given in Pittsburg in the evening have been a big success.

The local racing world may lose Arthur Banker, a brother of George Banker, this season. George and Arthur had decided to go to Europe this year and ride as professionals but during the winter their father died and Arthur was compelled to give up the trip and take hold of their cycle business, which had been managed by his father. Arthur stated before the season opened that he would not do any racing this year as his business compelled him to be at their store every evening and he would have little or no time to train; then came the report that all bicycle dealers would be put in Class B; this settled it, as Pittsburg only has one or two Class B meets during the year and they would hardly be worth training all summer for. After Banker had made the above decision the Pittsburg Athletic Club, under whose colors he rode, announced that they would put a Class A team in the field and do the local meets; Banker has consented to ride on the team as often as he can get the time, provided he is not transferred to Class B.

The defeats of George Banker in Paris do not discourage his friends in Pittsburg. George is slow to get in form and those who know him do not expect the Pittsburg boy to be at his best before July.

On Sunday, June 9, a joint club run of all the cycling organizations in western Pennsylvania will be held. The course will be from Pittsburg to Butler and return on the famous old Butler plank road; 500 wheelmen are expected to be in line.

The friends of Frank Lenz have given up all hopes of his being alive, and about the only one in Pittsburg who believes he is still living is his mother. She still has hope and doubts the story of his murder.

INDIANAPOLIS CLUBS.

INDIANAPOLIS, IND., May 27.—The Indianapolis Bicycle Club is an association of dealers and manufacturers who are organized solely for the purpose of giving a race meeting here July 4. They decided at the last meeting to give an all-day entertainment—a ball game, balloon ascension, competitive drill between infantry companies, bicycle races, foot races, and, fancy trick riding being chief amusement features. The club elected Fred Patee president and A. C. Newby secretary and treasurer.

There are clubs for adventure, recreation, or instruction, but the recently formed Protective Cycling Club is, as the name indicates, a necessary and timely organization. This club is already composed of twenty-five of the best men of the city interested in the rights and privileges of cyclers. Frank Staley, of the Indiana Bicycle Co., is the prime mover of the organization, which bids fair to become a power for good in cycling interests.

The New York Store Club is composed of thirty-two men and has been uniformed by that popular dry-goods company in white sweaters, blue knickerbockers, stockings, caps, and blouses. They made a run to Cartersburg on Sunday last and are an attractive body of wheelmen.

The Giraffe safety wheel, fifteen feet high, built by Fisher & Co., of Indianapolis, is causing considerable comment in its wanderings through the streets.

Hay & Willits are putting $2,000 worth of repairs on their store room on Pennsylvania Street, Indianapolis, and will handle sporting goods of all descriptions.

The Indiana Bicycle Co. has put out 16,000 bicycles on the market since January 1.

CHICAGO-NEW YORK RELAY.

NEW YORK, May 27.—The Chicago to New York relay race which is scheduled to start 9 a.m. June 5 from Chicago, promises to totally eclipse all former events of this kind. Gen. Nelson A. Miles, who it will be remembered started THE BEARINGS' relay from Chicago in 1892, has officially accepted the invitation to receive the messages of this ride at the Metropolitan Bicycling Academy, 60th Street and the Boulevarde, New York.

The race will be under the direction of the Chicago *Inter Ocean*, Cleveland *Plaindealer*, Conneaut *Evening Post*, Ashtabula *Daily Standard*, Buffalo *Courier*, Syracuse *Standard*, Utica *Press*, and New York *Recorder*. In addition to these newspapers the various divisions will be under the management of the following men: Chicago to Kendallville, Ind.—Frank T. Fowler and O. B. Jackson, Chicago, Ill. Kendallville to Conneaut.—Henry C. Crowther, Cleveland, Ohio. Ashtabula to Conneaut.—J. C. Hubbard, Ashtabula, Ohio. Conneaut to Erie.—P. E. Bissell, Conneaut, Ohio. Erie to Buffalo to Batavia.—J. Stuart Kelly and W. O. Stark, Buffalo, N. Y. Buffalo to Albany.—C. A. Benjamin, Syracuse, N. Y. Utica to Little Falls.—Charles F. Spears, Utica, N. Y. Little Falls to Albany.—D. N. Lohmann Canajoharie, N. Y. Albany to Hudson.—James Bradford, Albany, N. Y. Hudson to Poughkeepsie.—Harlem Bicycle Club. Poughkeepsie to Wappingers Falls.—Fred E. Bowne, Poughkeepsie, N. Y. Peekskill to Sing Sing.—C. S. Barstow, Peekskill, N. Y. Sing Sing to Yonkers.—Harry W. Pagan, Yonkers, N. Y. Yonkers to New York.—M. L. Bridgman and Carl Von Lengerke, New York City.

The Buffalo End.

BUFFALO, N. Y., May 27.—Buffalo riders who have entered the great Chicago-New York relay race are training conscientiously for the event, and if the day is favorable four speedy Bisons—C. H. Callahan, F. A. Foell, A. B. Goehler, and W. F. Buse—will make the effort of their lives to lower the ten-mile competition record. This will be on the second relay of the Buffalo division, extending from Bay View to the Parade House. The present record of the Buffalo division allows 10:45:00 for the 138 miles, but a local schedule has been adopted which reduces that time to 7:52:00, and if the roads are in good condition and the weather favorable that schedule can be easily reached by the riders on the division. To insure the fastest possible time a neat gold medal will be awarded to the one showing the best average time on any of the stretches. In addition to this a gold medal will also be awarded to the Buffalo riders who have been selected to break the ten-mile record, if they succeed in making the trick.

LAKESIDE CLUB WILL DISBAND.

CLEVELAND, OHIO, May 27.—At a special meeting of the Lakeside Cycling Club last week, called to decide upon the question of renewing L. A. W. membership, a question of even greater importance came up for discussion—no less than a proposed disbandment of the club. This was in the nature of a genuine surprise, even to many club members, as it was generally supposed that the club was in excellent financial condition. It appears, however, that such is not the case and that the membership has been bolstered up with false impressions. After a heated discussion a member was appointed to personally canvass the club and ascertain the will of the majority as regards disbanding and at the same time sound them upon the renewal question. At this writing the canvass has sufficiently progressed to warrant the statement that the club will disband in the near future and a new organization, to be composed only of the best members of the old club, will be immediately formed; also the new club will be a member of the League. The latter decision will be a matter of congratulation to Representative Chubb as he has had quite a hard time of it in talking renewal into the club, they having grievances against the parent body that it took no small amount of argument to overcome. The Lakeside Club is the second oldest in Cleveland and has a national reputation, claiming such Class B men as "Doc" Brown, E. C. and L. C. Johnson, and Goetz as members.

Turned the Tables on the Justice.

E. R. Christian was arrested last week for riding on the sidewalk in Lakewood, a suburb of this city, and fined $5 and costs. Upon his assuring the justice that he only had $1 with him, that amount was accepted by way of an installment and he was told to call and pay the balance later. Next day he called and "jewed them down" to $2, which he paid, and then sued for damages. His attorney says that no sidewalk existed when the arrest was made and Christian recovered a judgment for $41.14, which amount was paid. There is no small amount of satisfaction to our riders in the above, as many of them have been forced to contribute when they thought they were not violating the existing ordinance, but this is the first test case that has been made.

A tack fiend, in the person of an Amazon storekeeper, came to the front last week out Newburg way. She says she doesn't wish the cyclists to ride by her place on the sidewalk (the street at that point being in almost unridable condition) and she sprinkled the walk liberally with carpet tacks. Quite a number suffered, one rider ruining a tire outright, so numerous were the punctures.

CALIFORNIA STATE CIRCUIT.

SAN BERNARDINO, CAL., May 22.—The second meet of the state circuit was held here today and was a great success. Fast time was made on a poor horse track. Cleaver was disqualified for back pedaling in the mile handicap and dumping three riders.

Summaries.

One-mile novice.—Howard Squires, first; Clyde A. King, second; Chas. A. Reber, third; John Cowan, fourth. Time, 2:36.

Two-mile handicap, Class B.—W. A. Burke, 50 yards, first; W. F. Foster, 50 yards, second; E. Ulbricht, scratch, third. Time, 5:27.

One-mile handicap, Class A.—H. Squires, 100 yards, first; Dan Whitman, 20 yards, second. Time, 2:23⅕.

One-mile championship, Riverside and San Bernardino counties, tandem paced.—King, first; Ed. Wasson, second; G. B. Russell, third. Time, 2:26¾.

One-mile tandem, unpaced.—B. E. Clark and H. E. Bundy. Time, 2:14¼.

One-mile open, Class B, tandem paced.—W. F. Foster, first; W. A. Burke, second. Time, 2:16.

One-mile exhibition on quadruplet, ridden by W. F. Foster, San Francisco; J. W. Cowan, Los Angeles; A. N. Jones, San Jose, and R. F. Alyward, Livermore.

The Edgewater Bicycle Club, composed of the boys and young men of Edgewater and North Edgewater, Chicago, has just been organized with the following officers: Charles Stewart, president; Noble Gillette, vice-president; Herbert Rawl, secretary; Walter Powell, treasurer; Russell Lill, captain. This club has now a membership of between twenty-five and thirty-five of the best young men of these suburbs, and promises to be a permanent success.

Chicago Road Race and other Decoration Day Events



"Joy unconfined" reigns at the home of the Chicago Cycling Club. Its members won first and second places in the great Chicago road race as well as first time prize. Homer Fairmon, who started from the 5:45 mark, was the man to scoop in the race, while George L. Emerson rode second and captured the time prize from the 2:30 mark. Little Fred Rau, who last year won the race itself, surprised everyone by coming in for second time, and E. M. Spike, the winner of third time, was an equal surprise.

As is usual the scratch men were far from as speedy in the race as some of the back mark men. Bliss and Gardiner did not ride, and Peck fell in the sand back of the cemetery, leaving DeCardy and Bainbridge to fight it out together. Had he not fallen there might be another story to tell. He was riding with his fellow scratch men when the accident occurred, and was in good trim.

Propitious Weather.

At 4:30 the day dawned gloriously, and the anxious novice who awoke at that hour rejoiced. Two hours later, when the old-timers, who had been undisturbed by such a little thing as the great Chicago road race, rubbed their eyes and looked down, the sky was overclouded and promised rain. As the time approached for the race, however, the clouds scattered, and the sun came out in all its glory. The day was warm, oppressively so, but the warmth only served to make fast time the more easy.

Before 7 o'clock some of the enthusiasts who were determined to have a view of the race were assembled about the starting point, and by 8 o'clock there was a crowd that would have been a credit to an ordinary race. As the hour for the start approached the crowd became denser and denser, and when Starter Clark gave the word for the limit men to go, the people were packed in Lincoln Park as though the latter was a huge sardine box and the spectators were sardines. A conservative estimate of the number of people who witnessed the race from the park would bring it to 100,000 or 125,000.

The 250 police that Mayor Swift promised were on hand early, reinforced by an additional fifty, and under charge of ten officers, they maintained excellent order, and to the Mayor and Chief Badenoch a vast amount of credit is due. Probably no event in the history of cycling has received so much attention from any set of civic officers.

The arrangements for the race were much more complete than ever before. The Lake Shore Drive was roped off from the base ball grounds to the north end of Lincoln Park, and the 250 police, with almost an equal number of assistant marshals, under the efficient management of Chief Marshal Harvey Pound, kept the crowds outside the road, and the riders in starting and finishing were given the benefit of a clear course, the result of which was that only one accident occurred.

The accommodations for the press, the judges, and the timers were excellent. The entire city force of all the dailies was employed to make an accurate account of the race; extra editions of the afternoon papers were issued, and the morning papers devoted pages to the affair.



The Chicago Road Race.—The crowd at Grant's Monument, near the tape.

The Start.

At exactly 10 o'clock Starter Clark gave the word to the limit men and they started amid ringing cheers from the vast multitude. H. L. Bliss, who tips the scales at 487 pounds, had to have a box to stand on while he started. His only companion was Joseph Badenoch, the brother of Chicago's chief of police and the father of thirteen children. Two minutes later the next batch of men was sent on its long journey; in another 2 minutes another bunch. Then at intervals varying from ten seconds to one minute the men were sent away. Each batch of men was under the care of two or more assistant starters, and ropes held by two men divided the different sets. At either end of the tape two men held a long rope which was dropped down until the word to start was given when it was raised to allow the men to pass and was again dropped. As soon as one set was sent on its way the rope that had divided it from the set behind it was taken away. Some little confusion prevailed during the starting of the 4:50 and 5:00 men owing to the great number of starters from these marks, which in each case

exceeded fifty. As the 4:50 men got away, the rope ahead of them, which was not removed with the promptness which it should have been, got tangled in the chain wheel of one rider and his wheel was promptly twisted



HOMER FAIRMON, THE WINNER.

out of all semblance to a bicycle. The incident also delayed some of the other men on the same mark, but not materially.

Officials Get a Little Mixed.

This incident had the effect, however, of rattling the officials who were starting the men, and mistakes were made in getting the back mark men off at the proper times. The mistakes were discovered, however, by the timers who were enabled to correct the list so that the times of the men were taken accurately. To start 450 men without a mistake in the space of ten minutes is a task that would puzzle the most level-headed men and it is a matter for wonder and congratulation that the men were sent off as well as they were.

The one-minute men were sent off an even minute earlier than they should have been and the scratch men had to wait two minutes after the former were sent on their way before they were allowed to leave. There were anxious inquiries as to the whereabouts of Bliss and Gardiner, and had these two worthies known the amount of disappointment that their absence would cause it is doubtful if they could have persuaded themselves to stay out of the race.

They Fooled the Spectators.

It was just a few seconds over an hour from the time that the limit men started when a figure clad in black came down toward the tape like mad. The crowd, as well as the judges and timers, took it for granted that this was the winner of the race. The rider was J. M. Dvorak, of the Central Cycling Club. He was promptly collared by a BEARINGS' man who asked him if he had covered the whole course. Dvorak said that he had not. Almost immediately another man in a racing suit, Edwin W. Fry, of Milwaukee, crossed the tape, and was in turn collared by THE BEARINGS' man who put the same question to him and received the same kind of answer. It was a long time after this, however, that the judges and timers learned that these two men were not the winners of the race. They had to wait for he checkers from the turn at Evanston to get in their reports. Fry later claimed that he had covered the entire course, but the checkers failed to see him, and, in addition to this fact, he failed to have his number pinned on before starting, which was enough to bar him from any claim to the prize, even if he had covered the course, and the evidence that he did not do so is clear.

Homer Fairmon the Winner.

The next man across the tape, and the real winner of the race, was Homer Fairmon, of the Chicago Cycling Club who finished in the remarkably good time of 54:36 for the 19¼ miles. Fairmon is a comparatively unknown rider, and was a "dark horse" of the most pronounced variety, inasmuch as even his club mates had not a suspicion that he had a chance to win. Every one was asking who he was. He began riding a year ago last March, and started in the last Chicago road race from the 7:30 mark, but fell, and as a consequence made no showing. He is twenty years old, about five feet ten inches high, and weighs about 130 pounds. He is slender and looks anything but the rider that he proved himself to be.

George L. Emerson Wins Time.

The next man across the tape was George L. Emerson, another Chicago Cycling Club man, who was awarded the time prize as well as second place. Emerson is an old rider and a frequent competitor on road and track. In the Pullman road race of 1893 he won third time which feat was his principal claim to being considered a crack road rider previous to this race. In addition to this he has a creditable string of victories on the track to his credit, and has shown some phenomenal bursts of speed at unexpected times, defeating some of the best riders in the west. He has, however, always been an erratic rider and one who could not be depended on to show his best form when it was expected of him. The accompanying likeness is an excellent one. Emerson crossed the tape a safe distance ahead of the next man, and rode as if he were on a pleasure excursion. When the judges came to compile the official list of winners it was decided



GEORGE L. EMERSON, WINNER OF FIRST TIME.

almost unanimously that he could not have covered the entire course in the 52 minutes and 36 seconds that the watches showed. The evidence of the checkers and of the other riders in the race proved, however improbable it seemed, that he had covered all the course and had fairly made the time.

It was a Fast Race.

The advent of Emerson at such an early stage of the finish gave hopes to the spectators that the scratch men would show up soon, hopes that were destined to remain unfulfilled. It was, nevertheless, plain, that, in spite of the fact that the course was longer than it was last year, the time was to be faster.

Walter W. Rosback, of the Englewood Wheelmen, riding from the ten-minute mark, was the third man in and from that time on the judges

and timers were kept more than busy recording the numbers of the finishers and their times as they appear in the appended table.

Frank Hovey, a Chicago Cycling Club man, who was tipped off to win the race, finished in fourteenth place in 54:53. The next rider of prominence across the tape was Fred Rau, the M. & W. Cycling Club boy, who distinguished himself last Decoration Day by winning the great race from the 7:30 mark. This year Handicapper Miles cut him down to 1½ minutes and still he got among the prize winners. His time was 52:23 and second best according to the official score.

F. W. Osmun may be the Time Winner.

The number of the twenty-fifth man none of the judges were able to catch owing to its having come unpinned on one side but it appears from the best evidence of spectators and other riders in the race that F. W. Osmun, of the Chicago Cycling Club, was the man, and if this report prove to be true he will have won the time prize in the phenomenal time of 51:34. Up to the hour of going to press, however, the judges had been unable to satisfy themselves as to the identity of the twenty-fifth man and Emerson was credited with best time. Osmun got away from the riders on the same mark with him right at the start and was not among those that the checkers recorded as cutting or leaving the course. It is probable that when the matter is sifted it will be found that he is the real time winner.

Other Speedy Riders.

S. C. Cox, of the Lincoln Cycling Club, who had been tipped as a winner, came in in thirty-fifth place from the 4:50 mark and earned for himself a place in the fast brigade by covering the course in 55:08. The next rider of note to finish was E. M. Spike, of the South Side Cycling Club, who rode from the 2:30 mark in third best time, 53:31. I. D. Wilson, of the Illinois Cycling Club, gave him a hard rub at the tape and was barely beaten out. C. G. Sinsabaugh, another Chicago man, finished from the 4:30 mark in 55:09, and Ed Lindquist,who will be remembered as being disfigured for life by a fall at the finish of last year's race, was close after him. J. B. Woollas, who won the Pullman road race in 1892, turned up in forty-sixth place in 53:46, having made fourth best time. Little E. J. Yorke, the limit man in last year's race, came in in 55:45. Tom L. Bird, of St. Paul, came in in 55:01.

The spectators strained their eyes for a glimpse of the scratch men long and vainly. As the time passed it became evident that they would not get the time prize. At last DeCardy and Bainbridge were seen coming down the drive. They had kept together during the entire race and had alternated pace with Peck until the latter was run down in the sand by some "dub." and after that they worked together. As they neared the tape Bainbridge, who was in the rear, sprinted in an attempt to pass his team mate but the effort was a vain one. He got his front wheel within a foot of DeCardy's as they crossed the tape, and the crowd cheered lustily.

Inquiries after Peck elicited the information that he was riding strongly when he was fouled and would doubtless have come in with the other scratch men but for the accident, but it is not at all probable that he would have won time.

The times made in the race were much faster than those of last year's race. In that event Peck and Bainbridge tied for first time in 54:36. This year the course is about a quarter of a mile longer and yet there were no less than eight men who made better time than this. The difference in time may be attributed in a great measure to the more favorable weather that prevailed. Last year there was a veritable gale blowing in the faces of the riders on the out course. This year the wind, which was brisk but not excessively so, was in the opposite direction. By a strange coincidence the time of Homer Fairmon, this year's winner, is exactly the same as that of the two winners of the time prize last year.

The following is the order of the first hundred men across the tape, with position, club, handicap, and actual time:

PO.	NAME.	CLUB.	HDCP.	TIME.
1	Homer Fairmon	Chicago C. C.	5:45	54:36
2	Geo. L. Emerson	Chicago C. C.	2:30	52:14
3	Walter W. Rosback	Eng. W.	10:00	59:15
4	W. D. Hoffman	Eng. W.	5:45	55:04
5	Edw. Hammett	Wheaton, Ill.	5:20	54:40
6	Alva McLain	Aurora, Ill.	5:45	55:06
7	Frank Hoberling	Thistle C. C.	5:45	55:07
8	Henry Frosch	Eng. W.	6:00	55:23
9	Chas. Bush	Sterling C. C.	5:45	55:12
10	W. C. Titley	Æolus C. C.	7:30	56:58
11	Stephen A. Hogan	Eng. W.	6:15	55:46
12	Fred Barrett	Lincoln C. C.	7:30	57:02
13	Anton Stolz	Milwaukee, Wis.	5:00	54:51
14	Frank S. Hovey	Chicago C. C.	5:00	54:53
15	John Hamburg	L. V. C. C.	6:15	56:08
16	Fred Lund	Thistle C. C.	5:45	55:38
17	Al Flack	Columbia W.	7:30	57:23
18	Jos. Loeb	Overland C. C.	6:30	56:23
19	R. Howard	Eng. W.	6:00	55:53
20	I. C. Walker	Monarch C. C.	5:00	54:53
21	Chas. Johnson	L. V. C. C.	5:00	54:53
22	Sigmund Mayer	L. V. C. C.	7:30	57:23
23	Fred Rau	M. & W. C. C.	1:30	52:23
24	Hiram Streeter	Thistle C. C.	10:00	59:53
25	*F. W. Osmun	Chicago C. C.	1:00	51:34
26	W. E. Nieman	Æolus C. C.	7:30	57:26
27	L. E. Lange	Ill. C. C.	5:20	55:21
28	Chas. Anderson	Æolus C. C.	5:45	55:46
29	J. N. Hudson	Lincoln C. C.	6:15	56:16
30	Geo. Badenoch	Eng. W.	6:00	56:05
31	D. S. Gillespie	Thistle C. C.	5:45	55:58
32	R. D. Oilar	Eng. W.	7:30	57:45
33	Jno. M. Arens	L. V. C. C.	4:00	54:01
34	T. J. Kelsey	Clarendon W.	5:00	55:17
35	Samuel C. Cox	Lincoln C. C.	4:50	55:08
36	Chas. Arndt	Monarch C. C.	5:00	55:19
37	Fred Bartels	Thistle C. C.	5:20	56:45
38	B. F. Harris	Irving Park C. C.	6:30	56:54
39	E. M. Spike	S. S. C. C.	2:30	53:31
40	I. D. Wilson	Ill. C. C.	5:20	55:53
41	Arthur Coyle	Cedar Rapids	5:10	55:44
42	C. G. Sinsabaugh	Chicago C. C.	4:30	55:09
43	Herbert Lovell	Chicago C. C.	5:20	56:09
44	Ed Lindquist	Monitor C. C.	4:15	55:05
45	Frank Motes	Irving Park C. C.	5:10	55:38
46	J. B. Woollas	Thistle C. C.	2:45	53:46
47	R. R. Ropp	Irving Park C. C.	5:00	55:28
48	C. F. Blake	Ill. C. C.	5:45	56:13
49	R. R. Earle	Chicago C. C.	4:00	54:45
50	J. G. Posselt	Cal. C. C.	5:20	56:22
51	C. H. Woods	Eng. C. C.	5:20	56:23
52	W. H. Gross	L. V. C. C.	3:30	54:35
53	B. W. Twyman	Thistle C. C.	4:40	55:45
54	E. J. Yorke	Chicago C. C.	4:15	55:20
55	Chas. Pfeiffer	L. V. C. C.	4:50	56:00
56	Julius H. Schoeder	Chicago C. C.	4:00	56:06
57	A. H. Rich	Chicago C. C.	5:00	57:32
58	C. S. Hardy	Ill. C. C.	3:00	55:56
59	Glenn E. Holmes	Eng. W.	5:20	58:01
60	Chas. E. Monson	Lincoln C. C.	4:50	57:31
61	Herman Baeunler	Thistle C. C.	10:00	1:02:41
62	Henry C. Lydiard	Ill. C. C.	5:10	57:58
63	C. T. Boyschou	Thistle C. C.	3:00	55:55
64	Chas. Mayer	S. S. C. C.	6:15	58:58
65	Frederick DeCardy	Thistle C. C.	4:00	56:43
66	T. L. Bird	St. Paul, Minn.	1:00	55:01
67	H. Swenson	Æolus C. C.	3:00	58:53
68	Chas. E. Hamnerly	Ill. C. C.	5:20	58:35
69	Chas. W. Damerer	S. S. C. C.	5:20	58:35
70	A. A. Vesely	Plzen C. C.	6:15	59:31
71	Harry A. Durham	Ill. C. C.	4:50	58:08
72	Wm. M. Lee	Chicago C. C.	5:45	59:05
73	Jas. Hodson	S. S. C. C.	6:00	59:21
74	Jas. A. Green	Ottawa, Ill.	5:10	58:31
75	Fred Stobbard	Thistle C. C.	4:40	58:01
76	J. R. Felix	Plzen C. C.	3:15	56:36
77	Jos. Skelton	M. & W. C. C.	2:30	56:21
78	O. F. Bohman	L. V. C. C.	2:45	56:36
79	Jas McCulla	Monarch C. C.	4:00	57:06
80	F. J. Bridger	Eng. W.	4:30	57:51
81	Harry C. Wood	Ill. C. C.	5:10	58:34
82	Wm. Thompson	Thistle C. C.	6:00	59:28
83	R. E. Wilkinson	Eng. W.	7:00	60:28
84	A. Hanisch	Thistle C. C.	6:15	59:45
85	Gus Opitz	G. C. C. C.	3:00	56:46
86	S. C. Williams	Thistle C. C.	6:00	59:33
87	H. Van Herik	M. & W. C. C.	1:30	55:54
88	C. V. Dasey	Chicago C. C.	1:00	55:43
89	Tracy Holmes	Chicago C. C.	1:00	55:51
90	R. P. Searle	Thistle C. C.	2:30	56:53
91	J. J. Bezenek	Thistle C. C.	1:30	56:10
92	Jas. A. Bowler	Thistle C. C.	6:00	59:55
93	J. T. Swartout	Lincoln C. C.	3:45	57:40
94	F. A. Schmitgall	Lincoln C. C.	5:30	59:26
95	H. J. Adams	Thistle C. C.	4:00	57:45
96	J. T. Fitzgerald	M. & W. C. C.	5:30	59:32
97	Harry Jacques	Thistle C. C.	5:10	59:13
98	Geo. A. Smith	Ill. C. C.	3:15	57:20
99	N. B. Taylor	Moline, Ill.	4:30	58:38
100	Wm. DeCardy	M. & W. C. C.	scr.	54:09
101	Wm. Bainbridge	M. & W. C. C.	scr.	54:09⅛
102	C. R. Jardine	L. V. C. C.	1:30	56:40

*The twenty-fifth man to finish was not caught by the judges, but from many spectators who saw Osmun finish and the men who were riding with him it is almost certain that he finished in this position The official score may be revised, and if he is given this position he will also get the time prize.

ALONG THE ROAD.

There was a greal scramble at the start of every class. As soon as the ropes were lowered every one would try to be the first off. But there were few if any accidents at the start. The Lake Shore Drive at this point is 100 feet wide, leaving plenty of room for the men to start nicely without running into each other. As soon as the men got onto their wheels most of them started to sprint, and the result was that there was a wild scurry. The more sensible riders, those who had been in road races before, settled down to a steady grind that counted more than the wild sprints of the others. Everything went smoothly until the first turn in the course was reached at Belmont Avenue and the Lake Shore Drive. Here many of the riders lost control of their wheels and dashed wildly at the curb. Pandemonium reigned for awhile. Before a fallen rider could pick himself up half a dozen more would run into him, and the road was soon strewn with broken wheels and disabled riders. At least fifty men fell at this spot. One man was so badly injured that it was necessary to call an ambulance and send him to a hospital.

The men were taught a lesson, and at every one of the other turns they would slow down, and most of them took the corners in good shape. They did not experience any further difficulties until the sand was reached, and then the trouble did begin. A good many novices were tired at this point and lost control of their wheels. Result: A wavering, a crash, and then the rider would pick himself up and start on afresh, if his wheel was not disabled. About midway in the sand some contractors were laying a sewer in the middle of the street, and this proved to be the Waterloo of not a few. The hundreds of wheels that were passing threw up a big cloud of dust, hiding the dirt heaps until one got within ten feet of them.

The last turn back of Calvary Cemetery had been fixed as promised, and the curve was smooth, all the loose sand having been scraped off. A steam roller had converted it into a fairly respectable country road. There were thousands of people along the road through Evanston, and when Walter M. Rosbeck came along with

A Long Lead Over the Others

he was greeted with loud cheers. He was riding strongly and seemed fresh and every one thought that he had the race in his grasp. He had gotten out of sight down Halsted Street and had been gone for 1½ minutes when Hiram Streeter came along. Half a minute back of the

latter was W. C. Titley, who led Al Flack by half a minute. The others passed through Evanston in this order: Herman, Baumler, Homer, Fairmon, Walter Simkin, Stephen A. Hogan, Alva McLean, Joseph Loeb, R. D. Oilar, Henry Frosch, R. Howard, W. E. Neiman, Ed Hammett, J. Badenoch, C. W. Hamlin, T. Stahl, Fred Weage, S. Mayer, W. H. Boone, I. C. Walker, W. D. Hoffman, Anton Stolz, and D. S. Gillespie.

Emerson passed through almost unnoticed, but he must have ridden like a fiend on the homeward journey. The head wind did not seem to worry him in the least and those long and sinewy legs of which he is the



FRED RAU, WINNER OF SECOND TIME.

proud possessor, went up and down like the piston rods of an engine. Before he had turned onto Grand Avenue he

Had Caught Nearly all of Those in Front of Him.

Rounding into the park he saw three in front of him and dig as hard as he might he could not catch them. Only one of them, however, affected his position.

As every one prophesied the scratch men were "not in it." Peck, Bainbridge, and DeCardy started out at a rapid clip and it looked as if they meant business. They worked well together, each man taking his share of the pace. They got well into their field and were working their way to the front. In the sand they had hard work to get through. The tired ones were wabbling from side to side and there were several narrow escapes. DeCardy, who was setting pace, just got by one man. Bainbridge was just as lucky, but when Peck came along the fellow fell against him and the two went down. Peck was somewhat dazed by his fall and seeing that the other scratch men had gotten a big lead,

Turned Around and Came Home.

DeCardy and Bainbridge must have slowed after this, for they did not come within 1 minute 55 seconds of Emerson's time.

It was thought that there would be a great fight for time among the one-minute men. On this mark were Levy, Osmun, Holmes, and Dasey, four Chicago Club men, who, it was thought, properly belonged on scratch. Tom L. Bird, the St. Paul wonder, was also on this mark. Levy's wheel went wrong at the start and he was out of it. Osmun left the crowd at the start and was never seen by the back markers again, while the others failed to make any respectable showing.

The Fast Brigade.

PO.	NAME.	CLUB.	TIME.
1	G. L. Emerson	Chicago C. C	52:14
2	Fred Rau	M. & W. C. C	52:23
3	E. M. Spike	South Side C. C	53:31
4	J. B. Woollas	Thistle C. C	53:46
5	John M Arens	Lake View C. C	54:01
6	W. DeCardy	M. & W. C. C	54:09
7	W. Bainbridge	M. & W. C. C	54:09⅘
8	W. H. Gross	Lake View C. C	54: 5
9	Homer Fairmon	Chicago C. C	54:36
10	Edward Hammett	Wheaton, Ill	54:40
11	R. R. Earle	Chicago C.	54:45
12	Anton Stolz	Milwaukee, Wis	54:51
13	F. S. Hovey	Chicago C C	54:53
14	I. C. Walker	Monarch C. C	54:53
15	Chas Johnson	Lake View C. C	54:53
16	T. L. Bird	St. Paul, Minn	55:01
17	W. D. Hoffman	Englewood W	55:04
18	E. Lindquist	Monitor C C	55:05
19	Frank Hoberling	Thistle C. C	55:07
20	S. C. Cox	Lincoln C. C	55:08
21	C. G. Sinsabaugh	Chicago C. C	55:09
22	Chas. Bush	Sterling C. C	55:12
23	T. J Kelsey	Clarendon W	55 17
24	Chas Arndt	Monarch C. C	55:19
25	E. J. Yorke	Chicago C. C	55 20

THE PRIZE WINNERS.

Homer Fairmon, the winner, is a tall slim youngster, five feet ten inches tall and weighing 128 pounds. He began riding in March, 1894, but has never done anything worth mentioning. He joined the South Side Cycling Club and rode in several of its races, but the showing he made was so poor that Handicapper Miles put him on the 5:45 mark. He joined the Chicago Cycling Club a month ago and rode under its colors Thursday. He rode an Eagle fitted with Palmer tires.

Frank W. Osmun, who is thought to have won the time prize, also belongs to the Chicago Cycling Club. He is a slim built young fellow, weighing about 140 pounds, and about five feet nine inches tall. In the '92 Pullman he finished tenth. He was formerly a member of the South Side C. C., and in that club's series of club road races last year won nearly all of the time prizes. He was regarded as a dangerous man in last year's Chicago



F. W. OSMUN.

road race, but although he finished well up the judges failed to catch his number, and he figured among the "also rans."

George L. Emerson, of the Chicago Cycling Club, has always been a "surprise party" to the Chicago racing men. At Rockford, Ill., July 4, 1893, he defeated all of the fast men with ease, carrying off all of the principal prizes. Previous to this he won third time prize in the '93 Pullman, riding an eighty gear. Emerson has done quite a little track work, but with the exception of the Rockford meet was not very successful. He is over six feet tall, weighs about 180 pounds, and is a powerful rider, one who is

capable of setting all of his own pace. Personally George is one of the jolliest companions imaginable, always up to some prank. He rode an American, fitted with M. & W. tires.

Fred Rau, one of the time prize winners, won the '94 Chicago road race. He, Winship, and Lumsden are the only winners of the Decoration Day event who have ever distinguished themselves afterward. Rau is a



Emerson. *Fairmon.*
The winners, after the race.

"husky" boy, and a member of the Morgan & Wright team. He rode under the colors of the Thistle Cycling Club.

E. M. Spike is one of the best riders in the South Side Cycling Club. In 1892 he ran third in the Pullman road race, riding under the colors of the defunct Cook County Wheelmen. Since that time he has devoted a good deal of time to road riding, and is now one of the best in Chicago. He rode a Columbia in the race.

STATISTICAL HISTORY.

Time Winners.

YEAR.	NAME.	HDCP.	CLUB.	TIME.
1887	H. R. Winship	8:30	Owl	1:02:55
1888	H. R. Winship	2:30	Ft. Dearborn	53:20
1889	A. E. Lumsden	scratch.	Chicago	57:48
1890	A. E. Lumsden	scratch.	Chicago	56:38
1891	N. H. Van Sicklen	scratch.	Chicago	50:17
1892	H. R. Winship	1:15	Chicago	51:28
1893	Martin Nessel	3:30	Columbia	55:17
1894	C. H. Peck / Wm. Bainbridge	3:00 / 2:00	Chicago / Thistle	54:36
1895	George L. Emerson / F. W. Osmun	2:30 / 1:00	Chicago / Chicago	52:14 / 51:34

Place Winners.

YEAR.	NAME.	HDCP.	CLUB.	TIME.
1887	H. R. Winship	8:30	Owl	1:02:55
1888	A. E. Lumsden	11:00	Ft. Dearborn	54:47
1889	Frank Bodach	11:00	Æolus	1:09:13
1890	C. T. Knisely	10:00	Illinois	1:01:26
1891	R. M. Barwise	10:00	Chicago	56:00
1892	J. B. Woollas	6:00	Lake View	53:40
1893	Marius Nelson	6:00	Columbia	55:44
1894	Fred Rau	7:30	M. & W.	57:10
1895	Homer Fairmon	5:45	Chicago	54:36



Start of the limit men.

Entries and Starters.

YEAR	ENTRIES.	STARTERS.	YEAR.	ENTRIES.	STARTERS.
1887	41	35	1892	387	248
1888	86	71	1893	350	278
1889	123	71	1894		
1890	186	129	1895	534	461
1891	226	181			

NOTES OF THE RACE.

C. W. Wescott punctured.

P. H. Schoburg punctured.

A. F. Miller said he was tired.

John Lund fell at the second turn.

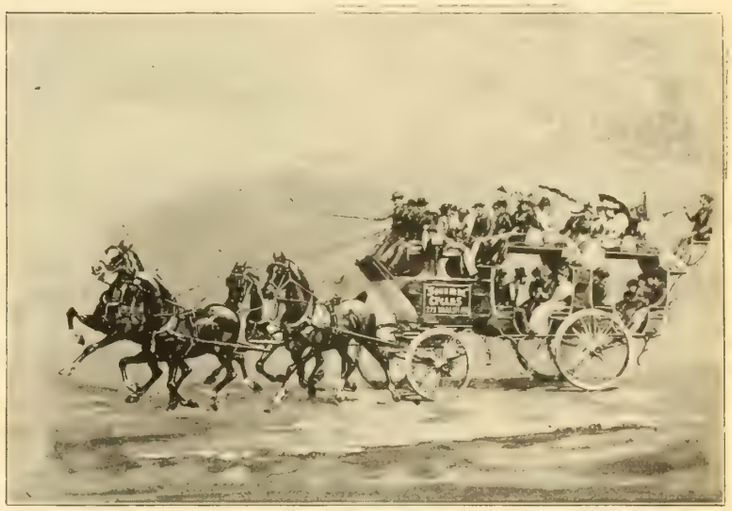
Hector McLagan fell, twisting his ankle.

D. W. Wagner returned with a punctured tire.

W. H. Blair got mixed up in a collision and was forced to quit.

R. E. Page fell and was badly cut up about the shoulders and arm.

Frank S. Hovey and Anton Stolz made a very hot finish at the tape.



How some people saw the race.

At the Columbia tent Oscar Solum was reported as being badly bruised from a fall.

The two Boston dark horses figured very prominently among the "also rans."

Hope MacEwen fell a short way out, cutting himself about the knees pretty badly.

Larson, the "terrible Swede," punctured in the sand and was never heard of again.

H. J. Adams finished hands off in a bunch. He should be taught how to ride in a race.

J. F. Guenther, of Lincoln century fame, came back early and only smiled a sad smile.

Before the dust raised by the starters had settled hard luck stories began to circulate.

The scratch men had barely gotten out of sight when the riders began to straggle in in ones or twos.



Start of the scratch men.

Joe Skelton, one of the Morgan & Wright team, was overcome with heat and required a doctor's care.

The Monarch band enlivened things around the start, and after the race serenaded several of the clubs.

John Fleishman came back carrying E. S. Church's wheel on his shoulder, a result of their colliding.

Mayor Swift kept his promise. He sent 250 policemen to care for the crowd, when he only promised Harvey Pound 200.

Harvey Pound's admonition to the crowd was, "Now please don't stick your nose over the rope when they begin to come in."

Any number of wheels were either misplaced or stolen as their owners were rushing frantically around trying to locate them after the race.

L. H. Bliss, the limit man, who tips the scales at 487 pounds, had number 527 on his back, which many thought was indicative of his weight.

The efforts of one young man to get into a tree near the finish received a good deal of comment and attention from the crowd. He didn't get up.

H. R. Winship, the "pride of the Lincolns," and who was looked upon



DeCardy and Bainbridge finishing.

as a possible time winner, came back early and declined to be interviewed.

Joseph A. Singler was hungry; Christ Wassman, tired; Joseph Schutler, very tired; John March, weary; Walter Schrader, injured; Oscar H. Solum, fell.

A. P. Peck. of the Lincolns, while coming south on Clark Street fell in a bunch and sustained a broken collar bone. He was brought in by a patrol wagon.

The Columbia Wheelmen reported no one hurt or injured but claimed that Claud Titley, of the Æolus Club, had fouled Al Flath, of their club. They will protest Titley.

The largest crowd that ever viewed a cycle race, and, with the exception of the unveiling of Grant Monument, probably the largest crowd ever in Lincoln Park, saw the race.

Joseph Badenoch, one of the limit men, is father of thirteen children and is forty-seven years old. He divided limit honors with L. H. Bliss, who tips the scales at 487 pounds.

J. W. Dvorak came in just ahead of the winners, and was extensively advertised by the afternoon dailies as having won the race. He did not go all the way around the course.

A. S. Smith, who has, in addition to carrying letters, made frequent



Fairmon winning.

attempts on the Chicago to New York record, mourned the loss of his front tire before getting half way out.

One man came back with a broken wheel and claimed that the maker of the wheel he was riding had promised six wheels in readiness at every turn, and hadn't kept his word.

The park commissioners showed their appreciation of a good thing by building themselves a little grand stand at the finish, which was occupied by them and their invited guests.

The stand reserved for the press was completely overrun by a lot of people who claimed to have paid some one 50 cents. The man could not be found and the officer in charge said, "It didn't go."

James Levy, who had No. 13 pinned on his back, wore a striped shirt, and had green tires, failed to overcome his "Jonahs" and with H. J. Anderson, who had thirteen reversed, i. e. 31, rode a dead heat.

"Monk" Jacobs, of the Chicago Cycling Club, was overcome by the heat and was brought in to the Chicago tent by a patrol wagon in an unconscious condition. A doctor was still working on him on going to press.

With one exception the finish was entirely without accident, the crowds remaining outside of the ropes until every one was in. No little credit is due to the chief of police in detailing 250 men to assist in regulating the crowd.

T. L. Bird, the St. Paul crack, who has been going over the course on a Syracuse geared to 128 inches changed his mind, and in view of the crowd he had to get through and the wind on the homestretch decided to use an 80 gear.

The Chicago Cycling Club captured more than its share of glory this week. Besides winning the prize for the best appearance and best deportment in the union run Sunday, it captured first and second places in the road race and first time.

Ed. W. Fry, of Milwaukee, at first stated that he had not covered the course, but afterward claimed he did. It made no difference in the race,



Emerson finishing.

however, as he had no number when started, and according to the rules was not counted as having ridden.

There were numerous tally-ho parties at the race. The Chicago,



Fred Rau and Hiram Streeter finishing.

Thistle, and Illinois clubs each had one, besides the Monarch Cycle Co. and Shirk Mfg. Co. The ladies' auxiliary of the Chicago C. C. was out in full force in one of the swellest rigs in town.

M. T. Swarthout, captain of the Lincoln Cycling Club, was the only man injured at the finish. One of the spectators dodged under the line and ran directly in front of Swarthout, throwing him hard and bruising his head and body in a very serious manner. As is usual in such cases, the spectator escaped apparently uninjured.

DeCardy, Bainbridge, and Peck were the only scratch men to start. The one-minute men were out of sight when they got away, with DeCardy setting the pace and making it good and strong. Peck was well up, riding third. He failed, however, to finish, meeting with a bad accident in the sand patch back of the cemetery.

Referee Sheridan is deserving of severe censure. After being honored with the appointment of referee he thought so little of the responsibilities of the position as to make off the moment the race was over and leave the other officials to decide any protests that might be made. The Asso-

ciated Cycling Clubs will doubtless select a man who has more regard for the responsibilities of the office as another year's referee.

The Chicago road race would not be the Chicago road race without Harvey Pound, the heavy but active marshal of the event. The first thing that he did for the success of the race was to hypnotize Mayor Swift into giving him 250 city police to assist in keeping order. Then he had almost the entire Lake Shore Drive in Lincoln Park roped off so that the crowds could not encroach on the course and cause accidents, with the happy result that, in place of the many bad smashups that occurred last year, there was just one this year. The police also kept the public from encroaching on the stands provided for judges and timers and from interfering with their work. In not one place in the entire line of ropes did the crowd break through, a fact that is nothing short of marvelous. "Mayor Swift and Chief Badenoch are 'the people,'" said Harvey, and we are forced to place him in the same category.

DIRNBERGER GETS A RECORD.

LOUISVILLE, KY., May 30.—To-day at Fountain Ferry track M. F. Dirnberger captured another world's record, the two-mile flying start, paced. He was paced by both quad and tandem. The time was 3:51 4-5, breaking



A close finish—Chicago road race.

Johnson's record of 3:54 3-5, made here at the regular meet last November.

F. G. Barnett, Lincoln, Neb., went against the record for the unpaced mile, flying start, and succeeded in equaling Sanger's record of 2:07 1-5,



Start of the 5 45 men—Chicago road race.

made at Springfield, Mass., Sept. 13, 1894. Barnett feels confident that he can break this record, and will make another attempt to-morrow.

ANOTHER RECORD FOR DIRNBERGER.

LOUISVILLE, KY., May 29.—Dirnberger broke the record for the flying start paced mile on the Fountain Ferry track today. He was paced the entire distance by the Syracuse quad team O'Conner, Terrill, Coburn, and Hamilton. At the finish the pacemakers were fifty feet ahead of Dirnberger, who finished in the remarkable time of 1:45.

SMALL RACE AT HYDE PARK.

HYDE PARK, MASS., May 30.—A five-mile handicap road race was held here today with the following winners: Cunningham, Pring, Fenton, Googins, Henderson, McGrath, James, Cleaves, Buchan, Brunette, Greeley, French, Rupert, and Ferguson. The winners of the time prizes were: J. A. Newton, first, in 14:31; A. Brunette, second, in 14:49; Frank Henderson, third, in 14:50; Warren Archibald, fourth, in 14:57; Mark Cunningham, fifth, n 14:58. Warren Archibald won the race.

TITUS GETS ENOUGH.

Eastern Crack Quits in the Irvington-Milburn—Monte Scott Captures Time Prize—The Race.

NEW YORK, May 30.—Under cloudless skies, and with the sun fairly sizzling down on the heads of the riders, the Irvington-Milburn twenty-five-mile road race was run here today. Never before in the history of the race has the five-mile stretch of road between Irvington and Milburn been



Good handicapping this—Chicago road race.

in better condition. No wind to speak of either aided or retarded the men, and the dust raised by the wheels of the flying racers settled lazily over the faces and forms of the men.

Several of the riders spent the night prior to the race at the various hotels along the course. Prominent among them were Earl, Paige, Chase, Knapp, Miller, Rosner, White, and Barnett. M. A. C. C. headquarters were established at the Hotel Hilton, where all of last night pandemonium reigned supreme owing to the antics of the Kings County Wheelmen's delegation of racing men. Little or no sleep at all was indulged in by Earle and Paige, whose excellent showing in the race itself is made all the more remarkable thereby. All those who remained on the course over night were, unable to remain in their rooms, owing to the heat, after 5 a. m. at which hour the riders, trainers, and newspaper men here adjourned to the pumps of their respective hotels where they indulged in impromptu baths.

The Crowd Comes Early.

As early as 6 a. m., spectators began to arrive, the first pair being a recently married couple decked in gay raiment, with gorgeous umbrella and big lunch basket. They took up a choice position at the start and finish where they remained, busying themselves meantime in partaking of breakfast in the woods and proclaiming to each other words of undying love. After a wait of five hours, from 6 until 11 o'clock, the rabble and pushing crowd of spectators who had meantime assembled, forced the early arrivals into the background. When last seen the race was half over and the loving couple, hand in hand, were scouting for an opening in the front ranks away down near Milburn.

Vehicles of all descriptions conveyed spectators from the neighboring towns to the course. Brewery wagons, light wagons, stages, and tally-hos,



Start of the 1:30 men—Chicago road race.

decorated gayly with bunting, each carried one or more horns which were kept busy continuously increasing the din which began at 8 o'clock and continued, growing louder and louder, until the last man of the field had been sent away on his journey. Then there came a lull only to begin again when the first man to complete the initial five miles passed the tape on his flying trip toward Milburn.

Back Markers Ride Strongly.

After that bunches of from three to ten men seemed to leap along the road at intervals of a few seconds only until the back mark men, all riding

grandly, had whirled by, when the uproarious noise subsided into a confused murmur, every one of those twenty odd thousand spectators seemingly talking at once.

This routine was repeated at the end of each five miles, one grand prolonged cheer greeting the winner at the finish of the total distance and being repeated as each of the next ten or fifteen ended their ride.

After the entire field had completed the trip the scorers, timers, judges, and other officials adjourned to the Hotel Hilton, where in private consultation, the exact times of the various men were decided upon and given to the score or more of waiting newspaper men.

The Rush to get Home.

Then ensued such a crush of bicycle riders and mix up of wagons and carriages as never before occurred in this or any other country. Competent



Start of the 4:30 men—Chicago road race.

judges place the number of spectators present at about 50,000, of which number 20,000 were massed at the start and finish. There were fully 12,000 wheels of all sorts, models, and patterns and about 2,000 lady riders. Rational attire, good, bad, and indifferent, graced or disgraced the forms of some 1,000 members of the fair sex. And this gigantic cavalcade of human beings joined in a rush to leave the course immediately after the race. Drivers, polite and otherwise, remonstrated one with the other on their ability or inability to untangle their teams; some swore, cursed, and frothed at the mouth, others quietly awaited an opening and it was fully 6 o'clock before the old course between Irvington and Milburn had resumed its usual appearance, free from the turmoil and excitement of the last Decoration Day road race that will ever be contested on this historical battle ground, so familiar and dear to the hearts of eastern cyclists.

The Swells Out in Full Force.

The Metropolitan Bicycling Club, composed only of Gotham's elite, attended the race in four gorgeously painted tally-hos, about 100 of the club's active riders accompanying the coaches on their bicycles. They hired the entire Columbia Hotel, on the course, and provided their own stewards, chefs, and attendants, direct from the fashionable clubs of New York. W. F. Murphy captained the party who came awheel and gazed with tearful eyes on the flying form of Fred Titus, the scratch man, as he was received with the tumultuous cheers of the crowd. Walter Sanger viewed the race from the tape after having started Titus on his journey.

Dave Shafer, resplendent in a dazzling suit of white flannel, diamond studs, and huge straw hat was the observed of all observers. Dave watched the action of his man Titus as he gradually cut down the lead of the handicap men, not a move being missed by the shrewd eye of the raven-haired trainer. E. T. Hand, a Spalding rider, started from the 1:40 mark, but dropped back on the first five miles to pace Titus. Things worked swimmingly up to the tenth mile, when Hand's tire collapsed and he was compelled to quit.

Titus Quits the Race.

Shafer then called Titus off the course, the chances being decidedly against his doing anything alone. Charles T. Earl met with the same fate as Hand about half a mile from the finish of the ten miles.

Not over a dozen yards had been ridden over the finish line when Barnett, who won second time prize, collided with one of the competitors who swerved badly at the end, falling heavily and severely bruising his arms and left hip. Frank Dampman, one of the old brigade, rode grandly, but was interfered with on the eighteenth mile and fell back. Monte Scott, winner of the time prize, finished strong and apparently fresh. He and Barnett rode close together during the entire race, Scott outsprinting Barnett at the end and winning by about two lengths.

Up to the fifteenth mile Paige, of the Kings County Wheelmen, was riding like a veritable wild horse, leading a bunch and talking to first one then the other as he rode. At this point his front tire went down, likewise his aspirations, and Paige was out of the race.

Hottest Decoration Day on Record.

It was the hottest Decoration Day recorded since the weather bureau has been in existence in the United States. At noon, during the race, the thermometer stood 110 degrees in the sun and only twelve degrees cooler in the shade.

Several of those who quit were compelled to do so owing to the terrific heat. F. W. Richt, the winner, is a Brooklyn Bicycle Club man, the only one it had entered. This was his first race and at the end, although fagged out, he was much fresher than many of those behind him. He won by a splendid sprint at the finish. His mount was a Remington, fitted with New York tires. Richt's handicap was seven minutes. Simpson Staudeven, of Paterson, with seven minutes start, was with Richt all the way and finished strong. His mount was a Columbia fitted with Columbia tires. Otto Roehr, Kings County Wheelmen, was second. His mount was a Stearns fitted with New York tires. Roehr's handicap was 6:30. F. G. Smith, of Bloomfield, on a Porter & Gilmour Special, with Palmer tires, finished fourth, having really ridden the gamest race of the leading dozen men. He was cheered as heartily as the winner, receiving the plaudits of the thousands modestly.

Titus' times up to the time of his withdrawal were: Five miles, 13:40; ten miles, 28:55. He quit two miles later.

The winners' fractional times were: Five miles, 14:55; ten miles, 30:51; fifteen miles, 45:57; twenty miles, 1:01:11; twenty-five, 1:14:30.

Monte Scott, with fifty seconds handicap, on a Spalding with Palmer tires, won time prize in 1:12:03. Barnett, with the same handicap, got second time in 1:12:03⅘.

The Finishers.

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	F. W. Richt	7:00	1:14:30	31	W. C. Birdsall	7.30	1:19:37
2	S Staudeven	7:00	1:14:31	32	A. L. Harry	4:00	1:16:20
3	O. L. Roehr	6:30	1:15:31	33	D. Simmons	4:00	1:16:25
4	F. G. Smith	8:00	1:17:17	34	A Diffenderfer	2:15	1:14:40
5	C. H. Appley	5:00	1:14:30	35	C. W. Young	7:00	1:19:27
6	G. B Smith	4:15	1:13:46	36	W. E. Gude	7:00	1:19:37
7	C. S. Henshaw	5:30	1:14:01	37	H. D. Munier	8:00	1:21:06
8	Wm. Weller	5:30	1:14:03	38	Chas. Engelking	8:00	1:21:33
9	G. Beckendorf	7:00	1:16:33	39	F. J. Peer	4:15	1:17:48
10	D. Beckett, Jr.	7:30	1:17:04	40	L. V. Mockridge	7:00	1:21:17
11	Jas. Gregory	6:30	1:16:08	41	Julius Bindrim	6:30	1:20:47
12	Walter DeYo	7:00	1:16:38	42	Louis Kinz	9:00	1:23:17
13	G. B. Lawrence	7:00	1:16:44	43	C. F. Woelper	7:00	1:21:20
14	F. M. Dampman	4:30	1:14:21	44	W. L. Losee	7:00	1:21:20
15	J. H. Spencer	8:00	1:18:20	45	R. Douglas	9:00	1:25:23
16	A. H. Ellis	8:00	1:18:30	46	C. E. Rathbun	7:30	1:23:55
17	H. F. McAuliffe	6:30	1:17 03	47	Alva Stuart	6:00	1:22:25
18	H. J. Schoen	8:30	1:19:15	48	Altred Rosner	7:00	1:23:27
19	D T. Hogarth	7:00	1:18:43	49	N. M. Bowes	7:00	1:24:07
20	L. C. Johnson	3:30	1:15:15	50	Albert Smith	8:00	1:25:14
21	F. N. Muchmore	5:00	1:16:55	51	T. J. McGuire Jr.	7:30	1:24:37
22	S. Wilson, Jr.	7:00	1:19:00	52	Fred Coningsby	4:00	1:21:41
23	Jos. Thompson	7:30	1:19:35	53	M. Lynch	8:00	1:26:07
24	John Ferguson	7:30	1:19:35	54	W. H. Welch	6:30	1:25:10
25	Monte Scott	:50	1:12:28	55	C. Manee	4:00	1:22:42
26	F. G. McDonald	3:15	1:14:20	56	A. W. Fuller	5:00	1:24:20
27	G. P. Kuhlke	2:00	1:14:17	57	S. M. Haney	7:30	1:26:54
28	Frank White	2:30	1:14:37	58	Thos. H. Barter	8:00	1:27:50
29	A. H. Barnett	:50	1:12:29	59	N. Pfenfer	6:30	----------
30	C. F. Seeley	1:00	1:13:05				

SQUABBLE AT DES MOINES.

DES MOINES, IOWA, May 30.—The annual road race of the Des Moines Wheel Club, with all the cracks of the state entered, was run and walke



Spike winning third time—Chicago road race.

through the mud and rain this morning. There was a wrangle over the result, the scratch men claiming that those who finished first rode on sidewalks and out of corners. L. H. Baker finished first, in 1:26½—handicap six minutes; D. A. Kreamer and A. B. Edmunds (scratch), seventh and eighth, 1:51. They are considered the first men in who rode fairly. The referee will probably award the race to them. Twenty-five started. Heavy rains made the road a sea of mud. The distance was 13¾ miles.

SENSATIONAL RACING AT PLAINFIELD.

Cabanne Wins Two Fine Races at the Opening of the National Circuit—Sanger Rides.

PLAINFIELD, N. J., May 30.—After several unsuccessful attempts in the race meet line, the Crescent Wheelmen gave here to-day what proved to be without exception the largest attended tournament that was ever held anywhere in this country, not even excepting Springfield in its palmiest days. A careful estimate places the total number of spectators present at 12,000. The grand stand was literally packed with gaily attired members of the fair sex and young athletes in holiday garb. The bleachers went the stand one better, and if the latter was packed the former was jammed with humanity. At least 5,000 persons stood about the outer edge of the third-mile oval, and a more enthusiastic assembly never before viewed a cycle race, and the weather, with the thermometer at more than 100 degrees in the sun, where the men rode, and not less than 95 degrees in the coolest part of the shaded stand, those present, martyrs to cycling it would seem, fairly melted under the remorseless fury of the awful heat. Starter A. H. Chamberlain was overcome by it, and was compelled to leave the grounds before the races were half over. H. H. Franklin, of Plainfield, filled the vacancy caused by Chamberlain's illness.

Did a Rushing Business.

The boy who peddled ice cream in the boxes through the crowd must have made a fortune. He only charged ten cents per box, throwing in a souvenir spoon. Had he raised the price to a quarter the cream would have gone as quickly, so anxious were the people to obtain something to ward off the heat. A sight never witnessed before in this part of the country was the horde of wheel men and women that rode from the Irvington-Milburn course, twelve miles away, to the first national circuit meet of '95. Of the 12,000 bicycles at the big road race, fully 5,000 were ridden to the meet in the afternoon, the effect of the moving cavalcade of cyclists being, to say the least, strange.

Class A Races Uninteresting.

The first race was announced to start at 2:30 p. m. sharp, and promptly at that time the men for the initial contest stepped to the tape. So large were the entry lists in many of the events that several trial heats were necessary to sift down the fields preparatory to the final struggle. In the novice race three heats and a final were ridden. S. W. Johnson graduated out of the maiden class in this event, winning handily from B. L. Johnson, with C. J. Bird third. Time, 2:53⅖. The Class A events were not worthy of special mention, Geo. Cobb, Jr., of New York, showing splendid form, as did also Louis Hoppe, E. A. Boffinger, Teddy Goodman, and W. C. Roome.

When the two-third-mile Class B race was called, a sigh of contentedness seemed to come from every member of that gigantic audience. It was the first opportunity that had been granted easterners this year to see the men who have created so much talk in the newspapers and in cycling circles generally since last fall. Although the programme called for two trial heats in the two-third-mile race, it was decided to run it in one heat only.

Sanger Makes His Appearance.

As the various men made their appearance in racing raiment, each one received his share of public approval in the way of applause. In the field were Sanger, Cabanne, Maddox, Silvie, Brown, Gause, Baker, Helfert, Miller, Steenson, Blauvelt, and Carter. They made a pretty appearance as they lined up, ready for the word, and the interest of the crowd was wrought up to the highest possible pitch. Cabanne jumped into the lead on the first lap, hitting up a fairly hot pace for the first third. On the far turn Maddox crept up to the dark-eyed St. Louisan and in a flash had secured a good lead. Cabanne went at him, however, and the field broke in one grand rush for home. About fifty yards from the tape Maddox and Cabanne were on even terms, but with the irresistible power shown at times by Cabanne, he managed to get enough of his wheel ahead to land first prize, Maddox second, and Helfert, who has, by the way, developed into a high class youngster, a close third. Time, 1:40.

Cabanne Wins Another Race.

In the mile scratch, Class B, which was also run in one heat, the same men rode as in the two-third mile event, with the exception of Blauvelt. Sanger hit up a warm pace for the first two laps, but when the bell rang Helfert was away like a streak of lightning, opening up two clear lengths on the big fellow ere they had reached the far turn, where the giant Sanger mowed down his field as though they were tied to a post. This however proved merely a bit of clever team work, for in the flight for the finish, Cabanne, riding hard, strong, and straight as an arrow, came on and won by a full half length from Doctor Brown, who came from nowhere in the stretch and beat out Carter rather handily for the places. Time, 2:38 2-5. Sanger eased up when he saw that his team mate had the race in hand.

Helfert Captures a Hot Race.

One heat sufficed to settle the Class B mile handicap later on in the day, the same crowd riding. Sanger was the only scratch man, but failed to start, Cabanne thereby being practically at scratch with a long field stretched out ahead. He was never able to get up to them and quit on the last lap. The finish of the race presented the prettiest struggle of gameness seen during the day. Swinging into the stretch Silvie, the Staten Islander, looked all over the winner, but Helfert, with a sprint similar in every way to one of Bald's most vicious finishes, fairly outrode Silvie and seemed to lift his wheel over the all-important line about two inches ahead. It was a game uphill attempt. Steenson finished third. Time, 2:10⅗.

Chairman Gideon as referee of the day created a splendid impression. He stated positively to THE BEARINGS' man that Sanger was not under any more suspicion than any of the other Class B riders. They are all crooked so far as prize selling is concerned, but so long as it can not be proven against them nothing can be done. A. G. Batchelder watched the riding of the local Class A men from the press stand with an eagle eye. He will take care of them from a handicapper's point of view during the year, and probably longer, and so we quote the ex-Buffalo man, "I've got to get next to the game, and that, too, soon."

Summaries.

One mile novice.—S. W. Johnson, first; B. L. Johnson, second; C. J. Bird, third. Time, 2:53⅖.

Two-third mile open, Class B.—Cabanne, first; Maddox, second; Helfert, third. Time, 1:40.

Two-third mile, open, Class A.—L. G. Hoppe, first; Elmer Hodgson, second; E. W. Heyer, third. Time, 1:37⅕.

One mile handicap, Class A.—J. G. Powell, 60 yards, first; B. F. Jacobus, 100 yards, second; C. B. Jack, 50 yards, third. Time, 2:19⅖.

One mile, Class B.—Cabanne, first: Brown, second; Carter, third; Helfert, fourth. Time, 2:38⅗.

Two mile handicap, Class A.—R. L. Cesner, 190 yards, first; C. S. Henshaw, 200 yards, second; Geo. B. Cobb, Jr., 110 yards, third. Time, 4:56⅘.

One mile handicap, Class B.—Helfert, 100 yards, first; Silvie, 120 yards, second; Steenson, 80 yards, third. Time, 2:10⅗.

One mile, Class A, open only to winners, seconds and thirds in Class A races during the day.—Hoppe, first; Asner, second; Cobens, third. Time, 3:33⅖.

BROKE THE COURSE RECORD.

CLEVELAND, OHIO, May 30.—A warm cloudless day, something unusual for Cleveland Wheel Club events, made fast time for the annual road race. Out of 112 entries there were 88 starters. The race was won by J. G. Reedy, from the three-minute mark, in 1:09:54. Fully 5,000 people lined the course at the finish, but the line of wheels along each side of the street with riders behind each, formed a wall that kept the crowd back and allowed the contestants to finish without trouble. The first time prize was won by W. S. Furman in 1:09:42⅖, from scratch, a gain of nearly five minutes over last year's time over the same course. Second time fell to W. C. Emerick in 1:09:44. J. G. Reedy, winner of first place, got third time. Reedy's mount was a Winton, and Furman's, a Cleveland. Twenty-eight men beat last year's record.

Only one serious accident occurred to mar the race. Harry L. Stevens collided with a buggy coming out of a side street, and one of the thills penetrated his side. His condition is precarious, but hopes are entertained for his recovery.

The Finishers.

PO.	NAME.	HDCP.	PO.	NAME.	HDCP.
1	J. G. Reedy	3:00	21	Archie Lejeal	1:00
2	D. B. Cotton	3:00	22	G. R. Blackburn	7:00
3	E. C. Parsle	7:30	23	L. King	4:30
4	Geo. K. Hotchkiss	7:30	24	Geo. E. Meyers	2:30
5	Harry Dobson	3:30	25	N. O. Johnston	2:30
6	H. M. Quass	7:00	26	W. S. Furman	scr.
7	Gus Vonden Stinenen	4:30	27	R. B. Sunderland	3:30
8	C. A. Bull	6:00	28	F. B. Rigby	2:00
9	Geo. H. Collister	5:00	29	Tom C. Booth	1:30
10	Frank Skinner	8:00	30	R. H. Rush	3:00
11	Geo. E. Townley	6:00	31	D. Folsom, Jr.	3:00
12	Louis Gimm	1:30	32	B. J. Hamm	6:00
13	W. C. Emerick	1:00	33	Walter Snyder	1:00
14	G. M. Calhoun	3:30	34	W. C. Barnhart	1:30
15	A. Auble, Jr.	2:30	35	J. H. O'Brien	:30
16	Geo. W. Brown	2:30	36	Harry Fishel	5:30
17	Fred Ferrel	8:00	37	A. D. Soper	7:00
18	M. E. Gifford	4:00	38	Jas. Woodard	7:00
19	B. Cuddiback	1:30	39	C. F. Storey	4:00
20	F. A. Robishaw	7:00	40	T. M. Sourbeck	4:00

Fully 3,500 attended the afternoon races at the Glenville Driving Park, the largest crowd ever drawn to a race meet at Cleveland.

Summaries.

One-mile novice.—Jas. Corrigan, first; J. R. Blakeslee, second; A. G. Davis, third. Time, 2:39⅘.

Five-mile handicap.—A. S. Hogan, 400 yards, first; W. C. Emerick, 260 yards, second; J. C. Lewis, 460 yards, third. Time, 12:52.

Quarter-mile open.—C. B. Haskins, first; C. L. Striebinger, second; R. K. Updegraff, third. Time, :32⅘.

Two-mile handicap.—S. V. Young, 80 yards, first; A. S. Hogan, 140 yards, second; Paul F. Gillbert, 250 yards, third. Time, 4:42.

Half-mile open —C. L. Striebinger, first; C. B. Haskins, second; R. K. Updegraff, third. Time, 1:11⅘.

One-mile C. W. C. handicap.—R. Lindmueller, 30 yards, first; Louis Gimm, 40 yards, second; C. F. Williams, scratch, third. Time, 2:19.

One-mile open.—C. L. Striebinger, first; Art Ellis, second; R. K. Updegraff, third. Time, 2:21⅖.

One-mile Cuyhoga County handicap.—C. F. Williams, 60 yards, first; W. C. Emerick, 100 yards, second; R. Lindmueller, 105 yards, third. Time, 2:12⅗.

One-mile handicap.—R. Lindmueller, 105 yards, first; A. G. Davis, 110 yards, second; C. E. Dahlke, 130 yards, third. Time, 2:20⅗.

A Small Race.

STONINGTON, CONN., May 30.—The Stonington Wheel Club races were won as follows:

Half-mile.—John Spofford won in 1:40.
One-mile open.—J. E. Piper won in 3:33.
Three-mile open.—G. W. Heath won in 8:08.
Five-mile open.—J. E. Piper won in 15:15¾.

AMERICAN ROAD RECORD LOWERED.

E. F. Leonert Cuts Seven Seconds off Callahan's Time in the Martin Road Race—A Hard Fought Event.

BUFFALO, N. Y., May 30.—In a determined sprint in the presence of 5,000 spectators today W. H. Peckham captured the Martin road race from a long mark. Closely lapping his wheel was a one-armed rider from Oswego, N. Y., who showed remarkable grit and endurance.

The roads were in elegant condition, and out of 223 entries 200 riders faced the starter, 100 of these finished within the space of ten minutes, and the remainder either punctured their tires or gave up the race long before the end was reached. Some very bad accidents occurred during the race but fortunately there were no fatalities.

The start was made at promptly 3 o'clock, and the limit was nine minutes. The six, seven, and eight minute fields were considerably delayed by the crowd, but the rest of the men

Got Away in Good Style,

and the pace was very warm indeed. A stiff wind was blowing on the riders' backs for the outward journey of 12½ miles, but the return trip was a very weary plug. At 3:09 o'clock the eight scratch men, C. H. Callahan, L. A. Callahan, E. F. Leonert, W. F. Buse, W. L. Steimal, A. B. Goehler, F. F. Rodway, and W. R. Blake were started away. Unlike last year's event the scratch men did not hold together. Leonert, who formerly held the world's mile straightaway record of 1:35, settled down to a terrific unpaced ride and wore out his comrades. C. H. Callahan, L. A. Callahan, and Radway, the Canadian, collided with a dog before they had gone three miles, and Radway and Charles Callahan quit the game. Goehler and Buse came down about five miles from the start and the latter gave up, but Goehler and the younger Callahan made a game ride, and while

They Gained on Leonert

could not come up on even terms. Blake and Steimal were in poor condition and could not stand the pace. Thus only three scratch men came through. Leonert rode a grand race and captured time prize in 1:10:30, lowering the previous American record of 1:10:37, held by L. A. Callahan and made last year over the Martin course. W. G. French, the crack eastern rider, captured second time prize in 1:12:38 and C. G. Wallin, of Erie, third, in 1:12:42. Quinlan Peters and Donnelly were disqualified for not rounding the turns.

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	W. M. Peckham	8:30	1:16:27	38	R. Baird	8:00	1:18:57
2	D. Horton	9:00	1:17:02	39	T. T. Mack	3:30	1:14:35
3	H. F. Huehne	6:00	1:14:06	40	F. A. Foell	3:00	1:14:38
4	F. J. Linz	9:00	1:17:14	41	T. R. Eddy	2:00	1:13:38
5	E. P. Burt	8:30	1:16:44	42	W. G. French	1:00	1:12:38
6	E. F. Peters	3:00	1:11:15	43	G. Williams	2:00	1:13:41
7	A. P. Tastor	8:00	1:16:16	44	C. Paxton	3:30	1:15:12
8	T. P. Donnelly	8:30	1:17:13	45	C. G. Wallin	4:00	1:12:42
9	J. Quinlan	4:30	1:13:13	46	G. W. Schuster	4:00	1:15:42
10	G. W. Luce	8:00	1:16:43	47	C. E. Lang	3:30	1:15:17
11	George Ferris	9.00	1:17:53	48	F. P. Nehrhass	7:30	1:19:25
12	C. L. Clark	7:30	1:16:23	49	C. E. Starkweather	9:00	1:20:55
13	G. G. Box	6:30	1:15:23	50	P. Ulrich	8:00	1:19:56
14	P. Igguiden	9.00	1:17:53	51	C. H. Norton	7:00	1:18:56
15	F. E. Baumbarton	9.00	1:18:09	52	A. J. Putnam	6:45	1:18:44
16	C. W. Wagner	9:00	1:18:00⅕	53	F. W. Budow	6:30	1:19:35
17	J. G. Ostrander	6:30	1:15:39	54	G. G. Buse	4:00	1:16:07
18	H. Deckert	6:00	1:15:25	55	L. Pfuntner	7:30	1:19:37
19	C. V. Horan	7:00	1:16:25	56	W. Hayes	6:00	1:18:19
20	L. Roth	5:30	1:15:09	57	C. Wedell	6:30	1:18:50
21	E. Enney	6 00	1:15:30	58	N. M. Bachman	6:00	1:18:20
22	A. J Sanderson	6 30	1:16:00	59	A. M. McCarthy	9:00	1:12:30
23	H. W. Ralifson	6:00	1:15:30	60	R. Fairbanks	6:30	1:19:04
24	L. O Sanb:ran	7:00	1:16:31	61	L. Zimmerman	7:00	1:19:45
25	E. J. Klee	7.00	1:16:31⅕	62	R. A. Bishop	7:00	1:19:45
26	K. Misehler	9.00	1:18:32	63	B. C. Cummings	5:30	1:18:40
27	H. C White	8.00	1:17:33	64	F. D. Gaines	6:30	1:19:47
28	W. Westphal	9.00	1:18:33	65	F R. Metcalfe	6:30	1:19:52
29	C. H. Detemple	7.00	1:16:38	66	J. M. Fornes	8:00	1:21:22
30	G. W. Gardner	7:00	1:16:39	67	O. F. Norris	3:30	1:16:52
31	E. F. Leonert	Scrat h	1:10:30	68	F. H. Sinclair	6:45	1:20:12
32	A. McDonald	4.00	1:14:30	69	M. Schloezer	7:00	1:20:27
33	Ben Cleveland	4:00	1:14:30	70	W. D. Carey	8:00	1:21:30
34	R. F. Duerr	6 00	1:16:30	71	H. Strasshenn	6:45	1:20:18
35	J. F. Rouse	9:00	1: 9.54	72	A. Ulrich	8:00	1:21:33
36	W. Faulkner	8:30	1:19:25	73	A. B. Goehler	Scratch	1:15:04
37	W. D. Weinig	8:00	1:18:56				

Syracuse Gets the Plums.

UTICA, N. Y., May 30.—Arthur Pendergast, of Syracuse, won almost all of the prizes at the seventh annual meet of the Rome Cycling Club today. In fact, Syracuse riders walked off with nearly all of the prizes.

One-mile novice.—John P. Moloney, first; George L. Fay, second; Edward Bowen, third. Time, 2:32.

Half-mile, Central New York championship.—Andrew Pendergast, first; A. F. Senn, second; O. C. Tuttle, third. Time, 1:32⅕.

One-mile 2:35 class.—Fred W. Palmer, first; Orin P. Munro, second; A. F. Senn, third. Time, 2:35⅘.

Quarter-mile, Central New York championship.—Andrew Pendergast, first; W. Stewart Higgins, second; W. P. Bex, third. Time, :33.

Two-mile handicap.—Frank E. Ormon, 120 yards, first; Arthur E. Hughes, second; Edward Hilfrank, third. Time, 1:46⅗.

One-mile open.—Fred W. Palmer, first; Walter Pickaver, second; Andrew Pendergast, third. Time, 2:32⅖.

One-mile tandem.—Leslie Tucker and mate, first; W. H. Bex and mate, second. Time, 2:44⅕.

One-mile, Central New York championship.—Andrew Pendergast, first; George T. Tomlinson, second. Time, 2:32⅖.

One-mile handicap.—O. C. Tuttle, 150 yards, first; A. E. Hughes, 90 yards, second; A. F, Senn, 60 yards, third. Time, 2:18.

Half-mile open.—Andrew Pendergast, first; Fred W. Palmer, second; William A. Wenzel; third. Time, 1:12.

RIDING IN THE MUD.

Minneapolis Road Race Spoiled by Rain—Hansen Fails to Get the 100-Mile Record.

MINNEAPOLIS, MINN., May 30.—Rain interfered with the plans of the wheelmen in the twin cities today and was probably responsible for the small attendance at Minnehaha Driving Park, where the races were run off. There was a heavy shower early this morning, but the wind blew fresh from the northwest all forenoon and half an hour before the time scheduled for the race to begin the course was in fairly good condition, though somewhat heavy and correspondingly slow. Then it began to rain again, not a downpour but a steady drizzle that covered the course with a thin coating of mud which flew so that it was impossible to distinguish the riders apart before the race was half over. It has been customary in past years to have the Memorial Day race run on the boulevard around Lake Harriet, finishing in front of the pavilion, where ample opportunities are offered every one to see the race. This year, owing to the opposition of the park board and the G. A. R., it was thought best to find some other place if possible.

Changed the Course.

Secretary R. F. Jones, of the Minneapolis Driving Park Association, offered to give the Limited Club the use of the grounds, grand stand, and club house, and to extend the track so it would be 1½ miles, and look to a small admission fee to reimburse him. It was generally understood that the fee would be 25 cents, but when the grounds were reached it was found 50 cents was demanded. The result was that a large number of those who came to see the race returned home, and others stayed outside the grounds.

The handicaps were distance instead of time, and ranged from 400 to 2,360 yards. They were not given out till late last night. There were fifty-five entries, of whom fifty-one started, including eight scratch men. Probably about 500 persons were in the grand stand when Starter Colie Bell gave the signal for the race to begin. The course was by the grand stand to the end of the inclosure in the park, turning two sharp corners, then back to the track and up to the stand. Ten laps were required to make the distance.

Difficult Riding.

The men were thoroughly in earnest and rode for all there was in it. Clouds of mud flew from the wheels, and turning was made dangerous. In the last lap M. B. Berndt fell heavily, cutting a long and deep gash in his head. Oestlund had a fall in the fourth, but remounted and, though losing considerable ground, was up in a moment and rode out the race, finishing fourth at a terrific clip. The winners follow: First time prize, Chas. Hofer, St. Paul, scratch; second time, W. B. Jackson, Minneapolis, scratch; third time, W. E. Becker, Minneapolis, scratch; fourth time, Peter Oestlund, Minneapolis, scratch. Time, 37:05⅗. First place, James A. Hansen, Minneapolis, 900 yards; second, L. M. Johnson, St. Paul, 700 yards; third, Frank McDaniels, Minneapolis, 1,400 yards; fourth, Olaff Rudd, Minneapolis, 1,100 yards; fifth, August Witteman, St. Paul, 1,500 yards; sixth, Jack Williams, Minneapolis, 1,600 yards; seventh, F. H. Williams, Minneapolis, 1,000 yards; eighth, Guy Webb, Minneapolis, 700 yards; ninth, Conrad Helland, Minneapolis, 1,000 yards; tenth, C. V. Cummings, Minneapolis, 1,100 yards; eleventh, L. Johnson, St. Paul, 700 yards; twelfth, L. C. Krafft Menominee, Wis., 1,300 yards.

Hansen Tries for Harding's Record.

At the conclusion of the road race A. A. Hansen started to lower Harding's record for 100 miles, but withdrew at the end of the fourth mile owing to the condition of the track. If the weather is suitable Hansen will make another start for the record tomorrow afternoon, and those who are in a position to know say he will chip off a liberal slice.

BALD WINS AT MANCHESTER.

MANCHESTER, N. H., May 30.—Bicycling has been the king of sports here today, over 8,000 people cheering the knights of the wheel at Varick Park this afternoon.

One-mile novice, final heat.—Clement Perfetti, first; B. J. Wilson, second; C. W. Eastman, third; George E. Putnam, fourth. Time, 2·29¼.

One-mile tandem, Class A.—H. E. Caldwell and mate, first; C. J. Pope and mate, second. Time, 2:27. A time limit of 2:25 was placed on this contest, in consequence of which it was raced over, Caldwell and mate winning in 2:23.

One-mile open, Class B.—E. C. Bald, first, 2:13¼, reducing the state record of 2:16; E. A. McDuffie, second; Nat Butler, third; W. F. Clark, fourth.

Half-mile open, Class A, final heat.—H. E. Caldwell, Manchester, first; J. H. Fitzgerald, Manchester, second; James Clark, Boston, third. Time, 1:14.

Two-mile handicap, Class B.—E. A. McDuffie, Boston, 60 yards, first; Nat Butler, Boston, 60 yards, second; W. F. Clark, Boston, 175 yards, third; W. M. Pettigrew, Boston, 100 yards, fourth. Time, 4:52.

One-mile handicap, Class A, final heat.—B. J. Wilson, Manchester, first; Leonard Joles, Leominster, second; Paine, third; Elwell, fourth. Time, 2:19.

MAINE'S SPRING MEET.

PORTLAND, ME., May 30.—The tenth annual spring meet of the Maine Division was held here today under the auspices of the Portland Club. There was the biggest street parade in the history of the division. Over 200 wheelmen were in line. The club from Sanford, a small neighboring town, turned out sixty members, and won a prize for attendance and appearance. The results of the races were: O. E. Towle, of Auburn, won the state mile and half-mile championship; J. P. Clark, of the Boston Press Cycling Club, won all open races. No fast time was made. The best was the mile handicap in 2:27⅕. W. B. Trickey, of Portland, won the mile novice in 2:44.

MURPHY'S PHENOMENAL MILE.

"Brother Charl" Makes a Competition Record of 2:01 4-5 at Waltham—Zim Beats a Tandem.

WALTHAM, MASS., May 30.—More than 12,000 people saw the opening of the racing season at Waltham this afternoon. The races were under the auspices of the Boston A. C. C. Zimmerman, the great and only Zim, was the hero of the meet, and pumped his wheel by Rich and Hutchins, forging ahead of the tandem 100 feet from the finish, and accomplished a feat never before attempted in this country. It s a good man who can beat two good men. The time, 2:18⅗, was not so very fast, but just fast enough.

This race was remarkable in another respect so far as the champion was concerned, for it was the first race on a track in which Mrs. Zimmerman has seen her husband compete. With a party of friends she occupied a box in the grand stand and created as much of an impression by her grace and beauty, among those in her immediate vicinity, as did her husband with the thousands of spectators who watched him circle the track.

Murphy's Competition Record.

A new world's record was made, C. M. Murphy, of Brooklyn, in the final heat of the Class B, mile open, which was paced by a tandem, going the mile in 2:01⅘. This is just 2⅖ seconds lower than any previous record for a competition mile. This was perhaps the greatest event of the meet and the winner was cheered to the echo as he flew by the judge's stand.

The other exciting event of the afternoon was the mile handicap for tandems, which was pluckily fought to the finish. This race was an innovation to New Englanders.

Tom Eck was in the press box. He appeared at the training quarters, and it was hinted to him that he had better take a place where he could see better across the track. He is here for the purpose of inducing Zimmerman to ride a match race with Johnson at Waltham soon. He is confident of success, but Zim has declared again and again that he would not ride a professional race in this country.

Ziegler and Tyler Come Together.

Six crackajacks made a good race of the first heat of the two-third-mile Class B event. They were Harbottle, Porter, E. C. Johnson, Tyler, Cutler, and Murphy. It was a hot race and a great finish. Murphy was shoved out to set the pace, which he did well. Riding beside him was Tyler, watching him very closely. Johnson and Porter made a second pair and Harbottle and Cutler a third. There was no change till the bell. Then Tyler jumped out and set a very lively pace. Cutler attempted to follow him on the outside, and Porter started on the inside. At this point Harbottle made an attempt to go way outside. He could not get up with the bunch try as he might. All round the stretch into the final lap Tyler fought with Murphy for first. Johnson jumped through the bunch and finished third, with Tyler and Murphy first and second.

Coulter Wins His Heat.

The second heat was a great race and a gamely fought struggle from first to last. Ziegler set pace followed by Allen and Johnson. It was the evident intention of the two latter men to pocket Ziegler, but he saw the game and sprinted away, keeping just far enough ahead of the bunch to elude them. While these fellows were making interesting sport Jack Wettergreen thought it was a good chance to make a spurt. But he was soon swallowed up in the bunch. At this point, Coulter rode to the front and attempted to pull Ziegler through. Just here Jenny jumped and took his place between them and try as he could Ziegler could not pull away past Coulter. The finish was hot, Coulter taking an inch from Jenny, who sailed away from Ziegler, leaving him third.

Tyler Defeated by Coulter.

Coulter surprised even his friends in the final by beating out Tyler and Ziegler in the last 100 yards. The first lap was strung out as follows: Ziegler, Lemke, Coulter, Murphy, Tyler, Jenny. At the upper turn Tyler began to make them go a bit. Ziegler had the pole and Tyler was watching him from the outside. Coulter was coming on slowly, but the crowd were not watching him. Down the stretch Coulter came far on the outside and then he and Tyler had it out. Ziegler had been hugging to Tyler's wheel trying to pull through and Coulter's magnificent spurt surprised them both—neither was prepared for it. Coulter rushed past and made a very brilliant finish. Tyler was second and Ziegler third.

The Great Zimmerman Rides.

Then came the great feature, Zimmerman vs. the Rich-Hutchins tandem team. Zim seemed in good condition and rode in his old form, his long lithe limbs pushing the pedals in technical perfection. The tandem team looked fit and had announced that they would not let Zim win, but would ride for blood from start to finish. Without a doubt they rode to win. They circled the track a couple of times, then they got up for the event.

It was a standing start. The flying start was discussed, but was considered impracticable. At the pistol the pace began slow. The tandem had the pole, Zim on the outside. The handlers told them to increase the pace and they did accordingly, Zim riding with the tandem alongside. He did not fall behind the tandem till well into the turn. Then he fell behind and the performance was just like a paced attempt at record.

It was now apparent that Zim would attempt to beat the tandem on the sprint. As they neared the point of the turn Zim could be seen gathering for the jump. Just in the stretch he made it, and coming to the tape it was a grand hustle for first. Zim gradually but surely pulled ahead and won out.

The first two-third mile Class A heat was a loaf. Aston, Butler, Bianchi, and Raymond qualified. Farrell did good work in the second heat, pulling out a good field. On the half, Sexter picked up the going and stretched out the bunch. St. Oge and McLaughlin got into the game, and they finished in that order. The third heat was made interesting by F. Wisner, who left the field 200 yards behind him. Shaw, a game young rider, was the first to discover him and was after him. Fuller and Eaton qualified also.

The final proved a very hot race. There were eleven starters. At the pistol Farrell started out to do the donkey work. Shaw was out after him and they allowed Aston to get between them and do some excellent pacing. At the last turn Tom Butler started out to get the lead, but Farrell saw him coming and sprinted away. On the stretch Farrell had to give way to Shaw, who came up like a whirlwind, and finished an inch ahead of Farrell. Aston was third.

Murphy Gets Competition Record.

Six men got up in the final B mile. They were L. C. Johnson, Tyler, Murphy, Porter, Ziegler, and Coulter. For a lap and a half the field was strung out behind the pacing tandem, ridden by Thayor and Saunders, in the following order: Porter, Murphy, Johnson, Ziegler, Coulter, and Tyler. There was no change on the second lap till the entrance to the stretch. Then Tyler began to push Porter. The pace was so hot here that Ziegler and Johnson, up on the back, were crowded out. Johnson gave up, but Ziegler attempted to catch them. The sudden change threw Tyler out of the going and he was a long way from Coulter, who brought up the rear of the three men who were at this time in the race. Murphy had tacked on the tandem and Porter was next. Just as the crowd went into the bunch Murphy went away out ahead of the tandem, and it was plain that he was going to make the competitive record try. He got a good way ahead of the tandem, and it was plain that he was going to make the competitive record try. He got a good way ahead of the tandem, which quit here. Porter could not catch Murphy, who romped down to the tape winner of the race and holder of the world's competitive mile record in 2:01⅕. Porter and Coulter were second and third.

The B Mile Handicap.

The mile handicap, Class B, brought out eleven men, and was a very well ridden mile. Lemke, on limit, died when the field closed up. Coulter and Harbottle were on scratch, and at the last turn Jenny made a fine spurt, beating out Harbottle in a close and exciting finish.

Summaries.

One mile, novice, final heat.—Litchfield, first; Johnquist, second; Woods, third. Time, 2:41⅗.

Two-third mile open, Class B.—Coulter, first; Tyler, second; Ziegler, third. Time, 1:30.

One mile, Zimmerman vs. tandem.—Zimmerman, first. Time, 2:18⅖.

One mile handicap, Class A, final heat.—W. E. Shaw, 90 yards, first; T. Aston, 110 yards, second; J. Bianchi, 50 yards, third. Time, 2:14⅖.

Two-third mile open, Class A.—Farrell, first; Shaw, second; Aston, third. Time, 1:41.

One mile open, Class B.—Murphy, first; Porter, second; Coulter, third. Time, 2:01⅘.

One mile handicap, Class B.—Jenny, 60 yards, first; Harbottle scratch, second; E. C. Johnson, 70 yards, third; Wettergreen, 80 yards, fourth. Time, 2:13⅘.

One mile tandem handicap, Class B.—Mayo and Saunders, first; Haggerty and Williams, second. Time, 2:05.

THE PROFESSIONAL RACES.

PHILADELPHIA, PA., May 30.—The first professional races held under the sanction of the League of American Wheelmen came off at Pittman Grove, N. J., today in conjunction with Class A events under the management of O. S. Bunnell. The new clay track was in fine shape, and is the fastest in south Jersey. Nearly 3,000 persons were present, and it is a noteworthy fact that they were more enthusiastic over the professional than the amateur events, and they had cause to be, for the cash races were the more exciting. The contestants rode harder and seemed to try harder to win. Some of the best professional riders of the country took part, and amateurs from all parts of the east were also in attendance.

A feature of the day was the excellent riding of Jay Eaton, of Elizabeth, N. J. It was his first appearance as a professional, and after winning the novice event he didn't do a thing but capture first cash prize in the mile handicap and finish second in the five-mile race. In the latter event Starbuck was scratch, but was not in it at any time, Bartholomew, of Lewisburg, Pa., winning from a handicap of 200 yards. The latter, after gaining a lead, kept it and won easily.

Walter Nott rode in fine form in the mile handicap, Class A, winning that event from a field numbering a score.

Summaries.

One mile novice, Class A.—W. A. Soast, first; S. F. Williams, second. Time, 2:43⅘.

One-mile handicap, Class A.—Walter Nott, 120 yards, first; Walter Dickerson, 100 yards, second; A. K. Bemheuser, 120 yards, third. Time, 2:13⅘.

Five-mile handicap, Class A.—Charles Henzel, 270 yards, first; Charles Church, scratch, second; R. P. McCardy, scratch, third; Walter G. Douglas, 130 yards, fourth. Time, 13:53.

One-mile novice, cash class.—Jay Eaton, first; Joe Zimmerman, second. Time, 2:37⅘.

One-mile handicap, cash class.—Jay Eaton, 140 yards, first; J. W. Starbuck, 20 yards, second; H. E. Bartholomew, 60 yards, third; H. N. Swank, 80 yards, fourth. Time, 2:13⅕.

Five-mile handicap, cash class.—Bartholomew, 200 yards, first; J. Eaton, 460 yards, second; H. N. Swank, 260 yards, third; J. W. Starbuck, scratch, fourth. Time, 13:40.

A ten-mile road race was held by the York Pennsylvania Wheeling Club on York fair grounds. The race resulted as follows: Jonas Reist, first; C. S. Oberline, second; John Hamilton, third; C. W. Liese, fourth; A. B. Monbery, fifth.

WON BY AN OUT-OF-TOWN MAN.

KANSAS CITY, MO., May 30.—The third annual Waldo Park road race totally eclipsed its predecessors in the number of entries, the perfect arrangements, and the great interest manifested by the general public. The course was lined by equipages and sightseers its entire length, and for half a mile from the finish only a narrow passage, walled in by surging humanity, was left for the men to ride through.

Out of 103 entries, 96 men started. A strong head wind for the first five miles made the pace very slow, but the return was made by some of the men in less than twelve minutes. J. E. Abernathy, of Leavenworth, Kan., who started from the six-minute mark, romped in an easy winner, and E. P. Pendleton and W. G. Talbox had easy tasks for second and third. All the other men worked very hard for their places, and some very pretty finishes were witnessed.

Why Grath was Beaten.

It was conceded by all that time prize would go to Ed Grath, of St. Louis, last year's winner, or Sam Hocker, of Kansas City, but all calculations were upset by the brilliant work of three local men, Wm. Jacques, Herbert Wood, and A. L. Brunner, who won first, second, and third time respectively. The defeat of Grath was partly due to the fact that he rode alone, and did his own pacing every inch of the way. Marion Black, who was placed with Grath on scratch, went to Denver at the last moment, and Balhoff, the other scratch man, could not hold Grath's pace for a mile. Grath did nobly under the circumstances, his time being 29:45.

The First Twenty-Five Men.

PO.	NAME.	HDCP.	TIME.	PO.	NAME	HDCP.	TIME.
1	J. E. Abernathy	6:00	31:25	14	E. Bachman	6:30	33 42
2	E. P. Pendleton	5:30	31:24	15	Tom Hillyard	4:30	3 :13
3	W. G. Talbox	7:00	32:58	16	Joe Moriarty	7:30	34:44
4	M. M. Maxwell	5:30	31:41	17	R. H. Laing	2:30	29:55
5	E. J Lee	5:00	31:17	18	G. Ensminger	5:30	33:00
6	C. Cramer	6:00	32:20	19	C. F. Whitacre	2:30	30:05
7	S. F. McDonald	5:30	32:05	20	F. P. Lee	5:30	33:07
8	S. G Skinner	4:00	30:55	21	W W. Jacques	1:30	28:07
9	L. Laitner	4:30	31:26	22	L Coburn	3:00	30:38
10	L. J. Smith	6:00	33:00	23	A. Kobett	5:30	33:10
11	G. Laitner	4:30	31:34	24	W. Parks	6:00	33:42
12	D. Roberts	5:30	32:39	25	J. N. Shurts	4:00	31:50
13	H. McKnight	5:00	32:11				

FROM FAR-OFF WASHINGTON.

COLFAX, WASH., May 30.—All conditions were favorable, except a slight wind on the back stretch, for the races this afternoon. Fifteen hundred people were present. In the finish of the half-mile scratch, Ed Ewart, in trying to pass inside of Ray Hart, struck the latter on the back with his hand. He lost his balance and received a heavy fall, but sustained no serious injury. After qualifying in three other contests and winning the five-mile handicap, Boyd Hamilton was taken sick in the half-mile handicap. Two other falls occurred. All the races were for Class A men.

Summaries.

One-mile novice.—M. Walters, first; William Booth, second; James Hubbard, third. Time, 3:23.

Half-mile scratch.—Ray Hart finished alone in 1:09. Ed Ewart falling from his wheel within thirty feet of the tape.

Half-mile for boys under fourteen.—Chandler Woodward, first; Dolph Coolidge, second; Ralton Newcomer, third. Time, 1:28⅕.

Quarter-mile scratch.—Ray Hart, first; Ed Ewart, second. Time, :33.

Two-mile handicap.—Hamilton, 90 yards, first; King, 90 yards, second; Codd, 75 yards, third. Time, 5:45.

One-mile handicap for boys under sixteen.—Dolph Coolidge, ten years old, 125 yards, first; Lorin Collins, scratch, second. Time, 3:02½.

Five-mile handicap.—Ewart, 20 seconds, first; Codd, 20 seconds, second; Walter, 25 seconds, third. Time, 14:25.

GOOD RACES AT FRISCO.

SAN FRANCISCO, May 30.—The most successful race that was ever held in this city took place to-day on the five-lap cement track at Central Park under the auspices of the Bay City Wheelmen. Four thousand enthusiasts passed through the gates and a better natured crowd would be hard to find, though they had every reason to be good natured for the races were of highest order. The Class A events were more interesting to spectators than the B events, though the final of the Class B scratch was a treat.

Exciting finishes were the order of the day in spite of the gale which was blowing. The wind retarded the riders greatly and considering its velocity—thirty-five miles an hour—the times were exceedingly good. The management was perfect and there was not a hitch of any kind. The track was kept clear and there were no long delays between heats. The wind interfered greatly with the scratch men in the handicap event.

Exceeded the Open Time Limit.

The final of one mile Class B had to be run over again owing to the time limit being exceeded. Pacemakers on singles were put in to make the pace and succeeded admirably, making this race the fastest of the day. The starters were Wells, Foster, and Long.

A time limit of 2:35 was placed on the race. W. A. Burke paced the first lap, being placed by Casey Castleman and C. L. Davis, it being intended that the men ride the last lap unpaced. Foster had the pole from the start and kept it all the way, with Wells and Long close behind. On the final lap Long slowed up and Wells and Foster fought it out to the finish, the latter winning by a scant foot in 2:20. The pacemaking was fast, as the time shows. Davis paced the fourth lap, but failed to drop out on the fifth so that the riders could pass him; as it was they had to ride around him, Foster taking the pole. Davis then slowed up and Wells had to slow up to pass him. This maneuver practically gave Foster the race.

Wells was Riding Strongly

and a hard fight between him and Foster was looked for.

Then came the final of the half-mile Class A scratch, those who had qualified in their heats being H. F. Terrill, A. J. Menne, Floyd McFarland, J. E. Edwards, and R. Moody. This was a sprint from the start and in a fine finish Terrill won in 1:21⅘. Edwards came fast at the tape and nipped second place from McFarland.

The final of the Class B handicap was well fought. Delmas was on 90 yards, Cushing on 100 yards, Haley on 60 yards, J. C. Smith on 100 yards, G. A. Nessen on 90 yards, and Henry Smith on 115 yards. The men were well bunched at the beginning of the third lap, with Nessen making the pace. Cushing and Delmas were fighting for the pole, but Nessen held his position to the end passing over the tape a good winner, Delmas, H. Smith and Cushing fighting it out, Delmas taking second place and Smith third.

The mile Class A handicap was good race from the crack of the pistol, all the men riding their best, McFarland soon caught the bunch, but could not win as he was all tired out. Vincent came strong at the finish and won in 2:19⅕, Smith second and Wagner third.

Summaries.

Half-mile scratch, Class A.—H. F. Terrill, first; J. W. Edwards, second; F. A. McFarland, third. Time 1:21⅖.

One-mile scratch, Class B.—W. F. Foster, first; C. S. Wells, second; R. L. Long, third. Time 2:20.

One-mile handicap, Class B.—G. A. Nessen, first; Tony Delmas, second; H. Smith, third. Time 2:22⅖.

One-mile handicap, Class A.—S. B. Vincent, first; O. B. Smith, second, C. Wagner, third. Time 2:19⅕.

OPENED THE NEW TRACK.

SALT LAKE, UTAH, May 30.—The opening dedication meet at Becks Hot Springs track drew a crowd of 3,000 people today. Only the local riders competed, but the time made has proven conclusively that Salt Lake possesses one of the fastest courses in America. Had any of the fast racing men of the country attended there is no doubt but that a number of world's records would have dropped.

H. V. Crall and W. D. Rishel, the local Class A tandem team, lowered the Class A unpaced world's record for one-mile to 2:06⅗, and M. B. Lawrence reduced Lee Richardson's half-mile world's record of 2:29, riding backward, to 2:26⅕.

In the third-mile open C. M. Evans won in :45, coming close to world's record, and the state records dropped with bewildering rapidity. This was the first appearance of Utah's riders in Class B, and the nine men recently transferred to this class by Chairman Gideon, all competed. Evans and Weiler, last year's Class A crackajacks, still appear to lead, none of the other Class B men being able to stay with them. Evans won all three of the open B events, Weiler taking second in two of them, but fell in the third. Weiler is hard to get into condition, and it is generally conceded that Evans will have the best of it until later in the season. The Class A races were very interesting and brought out a big field of starters. There was much speculation as to who would take the place vacated by the ex-Class A's now riding in Class B. Fred May rode in fine shape, and carried off two firsts. "Maddox" Hyde, with very little training, made some wonderful sprints at the finishes, and it is generally conceded that he will take first place in the future events. Royle, who was picked out as the Class A winner, got into a pocket in the half mile, and had a fall in the two-thirds which put him out of it for the rest of the day. Connibear, the Peoria rider, has got into fast company, and failed to make a showing. He received a bad fall which injured his chances in the two-mile handicap.

Summaries.

One-mile novice, Class A.—M. Collinson, Jr., first; Lindsey Hudson, second. Time, 2:44⅖.

One-third-mile, Class B.—Evans, first; Schefski, second; Thatcher, third. Time, :45½.

One-mile open, Class A.—H. O. Jensen, first; May, second; Hyde, third. Time, 1:12⅘.

Croll and Rishel lowered Class A unpaced world's tandem record, doing one mile in 2:06⅗.

One-mile open, Class B.—Evans, first; Weiler, second; Hassard, third. Time, 3:10⅖.

Two-third-mile handicap, boys under sixteen.—L. Beck, 145 yards, first. Time, 1:36⅖.

Two-third-mile open, Class A.—May, first; Hyde, second; Beck, third. Time, 1:41⅖

Quarter-mile, Class B.—Evans, first; Weiler, second; Thatcher, third. Time, :33⅕.

One-mile handicap, Class A.—May, 40 yards, first; Collinson, 30 yards, second; Hyde, 40 yards, third. Time, 2:22⅗.

Two-mile handicap, Class B.—Hassard, 150 yards, first; A. W. Caine, Jr., 125 yards, second; Connibear and Weiler, scratch, dead heat for third. Time, 5:09⅕.

AROUND THE CAPE.

GLOUCESTER, MASS., May 30.—The annual Gray bicycle race around the cape came off today, and the start and finish were witnessed by large crowds. Quite a number also viewed the event from various places along the route. The scratch men were unable to ride down their handicaps. The winners were: Francis Reid, first, actual time, 45:15; David Frazier, second, 45:05, also winning the time prize; Guy Elwell, third, 46:30; Frank Parsons, last year's winner, fourth, 45:13; Dennis Caffrey, fifth, 45:20; Will Gardiner, sixth; Fred Waite, seventh; Guy Swett, eighth; Herman Marston, ninth; Thomas Lamb took the booby prize, being the last man to finish inside sixty minutes. Wilbur Full and Jesse Welch also finished. The best previous time record was 47:55 made by Frank H. Parsons.

Hurrah for the America!

RECORD SMASHED!

FIRST TIME PRIZE

IN THE

Great Chicago Road Race

Was won on the AMERICA, by GEO. L. EMERSON.

TIME 52:14

2 min. and 22 sec. faster than the record of last year.

ALSO THE

SECOND PLACE PRIZE

by the same rider, from his mark, 2:30.

.....TWO OF THE GREATEST WINS SO FAR THIS SEASON.....

The America came through without a scratch.

International Mfg. Co., Chicago.

MASON & MASON, West Side Agents, 587 W. Madison St.

AT ASBURY PARK.

ASBURY PARK, N. J., May 30.—The Asbury Park Wheelmen held a Class A meet here today. No very prominent wheelmen were present and the sport was rather tame and uninteresting.

Summaries.

One mile novice—G. B. Underhill, first; Linwood Jefferson, second; George A. Oakes, third. Time, 2:33⅗.

One mile open, Class A.—Joseph Harrison, first; John M. Hague, second; George E. Rupert, third. Time, 2:36¾.

One mile, Monmouth County championship—Leon Cubberly, first; Joseph Harrison, second. Time, 2:54.

Half-mile handicap, Class A, run in three heats—Final heat: John M. Hague, 40 yards, first; G. B. Underhill, 35 yards, second; Leon Cubberly, 30 yards, third. Time, 1:12.

One mile, Asbury Park Wheelmen Club championship—Joseph Harrison, first; George A. Taylor, second. Time, 4:31.

Two mile handicap, Class A—J. M. Hague, first; Linwood Jefferson, second; G. B. Wert, third. Time, 5:52⅖.

One mile handicap, Class A—George Rupert, first; John M. Hague, second; A. Brown, third. Time, 2:36⅖.

M'GIBBON, THE STAR.

BAY CITY, MICH., May 30.—The sixteen-mile Auburn road race held here this morning was won by McGibbon, a 7-minute man, in 59:07. Wilson, scratch, won time prize in 49:15, three minutes under record. McGibbon also won the novice at the track race in the afternoon.

Summaries.

One mile novice.—McGibbon, first; Wills, second; Meilstrup, third. Time, 2:45.

One-half mile, open.—Vandeusen, first; Hicks, second; Hatch, third. Time, 1:15.

Two-mile handicap.—Van Dusen, 120 yards, first; Wilson, 100 yards, second; McGibbon, 180 yards, third. Time, 5:34.

Boys' race, half mile.—Mellstrup, first; Crissey, second. Time, 1:37.

One-mile handicap.—Wilson, 70 yards, first; Hicks, 40 yards, second; McGibbon, 100 yards, third. Time, 2:42.

One mile open.—Hicks, first; Hatch, second; Carpenter, third. Time, 2:32⅖.

Five-mile handicap.—Gay, 350 yards, first; Wilson, 250 yards, second; Wills, 400 yards, third. Time, 3:56¼.

Hatch made a half-mile in 1:07 in an attempt to beat the state record of 1:06.

SMALL ROAD RACE AT LYNN.

LYNN, MASS., May 30.—The fifteen-mile handicap road race of the Lynn Athletic Association, which was run at Glenmere this morning, proved disappointing to those who expected a great event. W. H. M. Greenhill, of Lynn, with an allowance of 2:45 came in first at the tape; time, 38:24⅖. Next in order were H. McLean, L. W. Walleston, Newburyport, T. A. Barnaby, Boston; S. F. McCarty, H. Pote, Lynn; W. D. Baker, H. Hewson, A. J. Hammond, Lynn; Roye Faye, C. M. Rollins, Lynn; T. T. McNichol, J. Kemp, A. B. Spiers, East Boston; J. H. Denny, Mel Lenfest, Lynn; L. Farrah, C. R. Woodbridge, W. Dawson, E. J. Whitney, Harry Matfest, Burns Pierce, E. H. Ellsworth, D. M. Lawrence, and W. L. King all taking prizes.

HOWARD SHOWS WELL.

ST. LOUIS, MO., May 30.—The results in the bicycle races at the Pastime Athletic Club's spring meet were as follows:

One-mile novice—S. A. Van Hoff, first; Herman Kohl, second; Victor Speck, third. Time, 2:39.

Two-mile handicap, Class A—J. J. Howard, 40 yards, first; Horace Rumsey, 70 yards, second; A. G. Hardi ng, 70 yards, third. Time, 4:59⅖.

One-mile handicap, Class A.—J. J. Howard, 20 yards, first; Frank Wing, scratch, second; A. G. Harding, 35 yards, third. Time, 2:17⅗.

One-mile open, 2:30 limit, Class A.—Frank Wing, first; J. J. Howard, second. Time, 2:26½.

Two-third mile, Class A, P. A. C. members over thirty-eight years old only.—F. W. Buckley, scratch, first; J. T. Sibley, 25 yards, second. Time, 1:51⅕

One-mile scratch, Class B, P. A. C. members only, for Buckley trophy.—Will Coburn, first; J. W. Coburn, second; G. A. Maxwell, third. Time, 2:15.

Five-mile handicap, Class B.—R. E. Miller, 500 yards, first; Will Coburn, 250 yards, second; Wm. Wicke, 325 yards, third. Time, 12:33.

One-mile handica , Class B.—Will Coburn, 50 yards, first; Wm. Wicke, 65 yards, second. Time, 2:21⅗.

ONLY A LOCAL MEET.

LOS ANGELES, CAL., May 30.—The annual race meet to-day had 1,800 spectators. The trial heats were run in the forenoon, and only local men took part. Ulbricht got an ugly fall when the bunch went down in the final mile open, but he rode afterwards. Slater was knocked out also in this fall. The ten-mile coast record was cut down a little.

Summaries.

One mile novice.—Stinson, first; Nealy, Second; Mussey, third. Time, 2:33½.

Three-quarter mile open, Class B.—Lacy, first; Slater, second; Jenkins, third. Time, 1:50½. All but Lacy fell.

One mile Class B handicap.—Hatton, 75 yards, first; Cowan, 75 yards, second; Tompkins, 75 yards, third. Time, 2:17.

Half mile Class A handicap.—McCrea, 15 yards, first; Taylor, scratch, second; Whitman, scratch, third. Time, 1:05.

Two mile Class A handicap.—McCrea, 25 yards, first; Whitman, scratch, second; Stinson, 50 yards, third. Time, 4:57.

Syracuse mile Derby, Class A.—Won by McCrea in best three of five heats; Whitman, second. Smith, third. Fastest heat, 2:15½.

Dealers' mile handicap.—Stearns, agent, 67 yards, first; Columbia, 88 yards, second; March, scratch, third. Time, 2:33.

Five mile Class B handicap.—Hatton, 350 yards, first; Cowan, 350 yards, second; Tompkins, 380 yards, third. Time, 12-35½.

McAleer-Jenkins ten-mile match race, tandem paced, won by McAleer, Jenkins lapping his wheel. Time, 24:28.

HAD A LARGE ENTRY.

PHILADELPHIA, PA., May 30.—The two races at Neshaming Falls, Pa., today required nine heats to decide matters, the entry list being large. Eckhardt was the winner of the novice race. He easily gained a place in the second preliminary heat, and in the final ran away from the other competitors. In the mile handicap John A. Mead, of the Quaker City Wheelmen, was the scratch man, and although he gained a place in the preliminary, he failed to catch up in the final and finished fourth. Landis, the limit man, qualified in the first heat and won first prize in the final after a good sprint.

Summaries.

One-mile novice.—H. W. Eckhardt, first; J. M. O'Laughlin, second; Jos. M. Harrison, third. Time, 3:13⅖.

One-mile handicap.—Robert Landis, 20 yards, first; H. S. Landell, 40 yards, second H. W. Eckhardt, third. Time, 2:51⅗.

PROBABLY A FATAL ROAD RACE.

DENVER, COLO., May 30.—Four men are liable to die as a result of the Denver road race today. There were 184 entries and 156 starters, but only 27 finished. A terrible storm was raging, and those who finished were in a state of physical collapse. Indeed many of them were unable to ride in.

It had been raining for over thirty hours before the race started and the cold, raw wind caused cattle in the field to huddle together and refuse to eat. The rain fell in sheets interspersed with hail. At least a score mounted their wheels bare headed, bare armed and bare legged, the only thing to cover their nakedness being racing suits. C. I. Himstreet came under the wire first and after exclaiming, "Am I first? Is this the end of the course?" fell into a faint, with froth foaming from his mouth. He had covered the course in 2:28:17½, starting from the scratch; second, Taylor Smith, 4:30 class, time, 2:33:47½; third, Floyd McCall, 1:00 class, time, 2:31:38.

Gustave Anderson went twenty-four miles and succumbed in a dead faint. W. J. Hunter fell unconscious at twenty-one miles, and S. M. Barrows collapsed after having finished twenty-four and a half miles. Another man, who is supposed to be named Faulkner, fell by the roadside and was taken to a farmhouse, where he rests in a critical condition. Of the last four, three are not expected to recover, as they showed pleuritic symptoms and were in the last stages of exhaustion.

A FINE TANDEM PERFORMANCE.

LONDON, May 30.—In a tandem safety bicycle race against time yesterday, to beat the road record, Holbein and Stocks did 100 miles in 4 hours, 46 minutes and 48 seconds, and covered 220½ miles from Hitchen to Peterboro in twelve hours.

BANKER SCORES AGAIN.

PARIS, May 30.—The dramatic artists of Paris held their annual bicycling meeting at the Velodrome Buffalo to-day. The professional race was won by George Banker, he beating the crack French riders.

Middletown (N. Y.) Races.

MIDDLETOWN, N. Y., May 30.—The second annual meet of the Middletown Wheelmen was witnessed by 1,000 spectators. Summaries:

One-mile novice.—Charles Ketcham, first; Clarence L. Hulse, second. Time, 2:51.

Half-mile Orange County championship.—F. D. Brown, first; Walter S. Weeks, second. Time, 1:23.

Half-mile open.—Charles M. Ertz, first; Howard P. Moshier, second. Time, 1:13½.

One-mile open to Orange County.—Walter S. Weeks, first; H. A. Smith, second. Time, 2:39.

One-mile open, time limit 2:40.—H. P. Moshier, first; Charles M. Ertz, second. Time, 2:37½.

Half-mile championship, Middletown Wheelmen.—Clarence L. Hulse, first; Walter S. Weeks, second. Time, 1:12⅖.

One-mile handicap, Orange County.—Charles Ketcham, 100 yards, first; James H. Case, 40 yards, second; F. D. Brown, scratch, third. Time, 2:35.

Two-mile handicap.—Wm. S. Slavin, 150 yards, first; Wm. A. Ladue, 200 yards, second. Time, 5:29.

Allentown (Pa.) Races.

ALLENTOWN, PA., May 30.—The Mercury Wheelmen held their first Class A meet to-day before a large crowd. All of the four events were well contested and exciting, especially the one-mile open, which was won by Ray Crouse, of Philadelphia, after a close finish. The latter also distinguished himself by winning the two and three mile handicaps. Summaries:

One-mile novice.—Edward Binghurst, first; Andrew Kline second. Time, 2:33½.

Two-mile handicap.—Ray Crouse, first; E. W. Binghurst, second; Andrew Kline, third. Time, 5:11½.

One-mile open.—Ray Crouse, first; Earle Douglass, second; Harry Kinlinger, third. Time, 2:39.

Three-mile handicap.—Ray Crouse, first; Edward Binghurst, second; Andrew Kline, third. Time, 8:22⅗.

East Hampton (Mass.) Races.

EAST HAMPTON, MASS., May 30.—The first annual bicycle race here was a success. There were 1,500 persons in attendance. Summaries:

One mile novice.—W. W. Roberts, Chicopee, first; J. S. Ward, Springfield, second; R. C. Stevens, Springfield, third. Time, 2:31½.

One mile open.—F. J. Elmer, Chicopee, first; F. B. Stow, Conway, second; D. H. Young, Leeds, third. Time, 2:29.

One mile Hampshire County championship.—D. H. Young, first; C. L. Graves, second; L. F. Jucketts, third. Time, 3:10.

Half mile, boys.—L. F. Jucketts, Amherst, first (contested on account of age); E. L. Willard, Holyoke, second; Percy L. Mayer, Holyoke, third. Time, 1:20⅗.



THE THISTLE IS A WINNER

On the Southern Circuit

ARTHUR GARDINER mounted on a THISTLE

Wins 14 Firsts out of the 15 Events.

In the CHICAGO ROAD RACE, Edward W. Frey,

mounted on a

THISTLE, WINS FIRST PLACE

but owing to losing his number on the course, he was disqualified. Again we say

THE THISTLE IS A WINNER.

Excelsior Supply Company,

276-278 Wabash Ave., Chicago.

Half mile open —F. B. Stow, Conway, first; F. J. Elmer, Chicopee, second; W. W. Roberts, Chicopee, third. Time, 1:09⅘.

One mile handicap.—F. J. Elmer, 20 yards, first; F. B. Stow, scratch, second; Thomas Foulds, 70 yards, third. Time, 2:25.

F. B. Stow rode an exhibition mile in 2:11⅕.

Babylon (L. I.) Races.

BABYLON, L. I., May 30.—The first race meet of the Babylon Wheelmen held today was a success. Over 500 persons were present. Summaries:

One-mile novice—P. Bartels first; M. Baird, second. Time, 2:54⅕.

One-mile open—J. Faubel, first; M. Baird, second. Time, 2:43⅘.

One mile handicap—F. G. Borden, first; E. W. Dills, second. Time, 2:34⅘.

Half-mile open—A. Kluge, first; T. J. Skelly, second. Time, 1:23⅕.

One mile open, track record race—A. Kluge, first; J. S. Garrett, second. Time, 2:55⅘.

Hundred yards slow race—R. Mansfield, first; T. Allison, second. Time, 2 51.

Exhibition Mile—A. Kluge, Bushwick Wheelmen, with flying start, rode in 2:42⅖.

Red Bank (N. J.) Races.

RED BANK, N. J., May 30.—The first road races of the Red Bank Wheelmen took place today. There were three events on the programme and all were closely contested. The short races were run off on Branch Avenue, and the five-mile road race was from Broad Street, two miles and a half out in the suburbs and return. Two thousand people witnessed the contest. Summaries:

Quarter-mile scratch.—Allie Miller, first; Scott Longstreet, second; William Voorhees, third. Time, :31⅗.

Half-mile boys.—William B: rden, first; Harry Burrows, second; James Weaver, Jr., third. Time, 1:45⅗.

Five-mile handicap.—Charles Robbins, scratch, first; Frank Chadwick, 50 seconds, second; Charles Beck, 30 seconds, third. Time, 13:12.

Racing on Long Island.

PATCHOGUE, L. I., May 30.—The Patchogue Wheelmen held a successful race meet here today. All the events decided were Class A. The weather was uncomfortably warm, though the crowd, which numbered about 2,000, seemed not to notice it. Summaries:

One-mile novice—R. H. Hazeltine, first: Frank Fisher, second. Time, 3:14½.

One-mile handicap—H. K. Smith, 140 yards, first; Samuel Brock, scratch, second. Time, 2:16½.

Half-mile handicap—H. B. Smith, 75 yards, first; Samuel Brock, scratch, second. Time, 1:07.

One-mile handicap, Patchogue Wheelmen.—H. K. Roe, first; Nat Roe, second. Time, 2:48.

Third-mile, special race—J. L. Sleevani, first; J. Rocco, second. Time, :48.

Eighth-mile, flying start—H. K. Smith, first; Fred Nagle, second. Time, :16¾.

Two-mile handicap—H. K. Roe, scratch, first; Carl Sanford, Jr., 150 yards, second Time, 5:22.

Third-mile, against time—Fred Nagle, first; H. K. Smith, second. Time, :46⅘.

Greenfield (Mass.) Races.

GREENFIELD, MASS., May 30.—The Franklin County Wheelmen held races here today. Summaries:

One-mile novice.—T. W. Godfrey, first; H. F. Day, second; Louis Chapleau, third. Time, 3:12.

One-mile open.—H. A. Wiams, first; F. A. Fish, second; T. S. Carey, third. Time, 2:33.

One-mile, 3:00 class.—C. J. Lewis, first; T. S. Carr, second; Jacob Eweg, Jr., third. Time, 2:41¾.

One-mile open, Greenfield Athletic Club.—F. A. Daxwell, first; L. M. Graves, second. Time, 2:48.

Half-mile handicap.—F. A. Fish, 30 yards, first; F. T. Parsons, scratch, second; G. W. Bernard, 25 yards, third. Time, 1:08¼.

Two-mile handicap.—W. E. Tyler, 100 yards, first; L. A. Chapleau, 140 yards, second; F. A. Fish, 110 yards, third. Time, 5:02⅘.

New Jersey A. C. Races.

NEW YORK, May 30.—Two bicycle races were down on the programme of the New Jersey Athletic Club for decision today at their regular Decoration Day games. As usual these events created more excitement than all the other contests. John R. Lake, P. R. W. C., won both races as he liked. There were fully 5,000 spectators present. The day was unbearably sultry. Summaries:

One-mile, Class A, handicap.—John R. Lake, 160 yards, first; A. W. Jamieson, 100 yards, second; Fred Shaft, 30 yards, third. Time, 2:20⅕.

Two-mile handicap, Class A.—John R. Lake, 260 yards, first; W. H. Fearing, 60 yards, second; H. L. Howard, 240 yards, third. Time, 4:56⅕.

Ansonia (Conn.) Road Races.

ANSONIA, CONN., May 30.—The twelfth annual five mile road race of the Ansonia Wheel Club was run over the Wakelee Avenue course this morning. Ansel Brooks was first; G. W. Buller, second; John O'Donnell, third; George O'Brien, fourth; J. F. Moody, fifth; David Murray, sixth; E. C. Chadeayne, seventh. The time prize was won by Thomas Kilpatrick, of the Ansonia Wheel Club, in 14:35, from scratch.

Whitinsville-North Bridge Road Race.

NORTH BRIDGE, MASS., May 30.—The annual road race from Whitinsville to North Bridge, 7½ miles with nineteen starters, resulted: C. R. Stockbridge, 20:37⅖, first; C. A. Root, 20:48, second; S. H. Wheelock, 20:59⅗, third; Robert M. McGill, 20:31⅘, fourth; Thomas Fitzpatrick, fifth. McGill, who had 2:00 handicap, won the time prize.

Milford (Conn.) Races.

MILFORD, CONN., May 30.—The race meet of the Milford Wheel Club was held here to-day before a large crowd of spectators. The first race was a one-mile dash. F. M. Brown won in 3:40 with A. B. Gardiner second. The two-mile open was won by George Rhodes in 6:35 with George Woods second. The two-mile novice race was won by Harold Pond in 6:41, with Edward Brown second. The five-mile handicap was won by George Rhodes in 17:06 with Frank Brown second. Both started from scratch.

DECORATION DAY DEEDS.

At Plainfield, N. J., at the opening of the national circuit, Cabanne won two big races. Sanger rode in two races.

W. M. Peckham won the Martin road race at Buffalo. Leonert won time, breaking the American 24-hour record.

Four men are reported to be dying from the effects of the Denver road race, which was won by Himstreet from scratch.

At Waltham, Charley Murphy lowered the mile competition record to 2:01⅘. Zimmerman defeated a tandem team.

Monte Scott won time prize in the Irvington-Milburn, Titus quitting at twelve miles. The race was won by F. N. Richt.

Rain spoiled the Minneapolis road race, but the men rode just the same. Hansen tried for the 100-mile record, but was obliged quit at four miles.

W. F. Sims, of the Columbia team, rode an exhibition mile at Washington in 2:18⅖. He had a walkover in the two-mile handicap and beat out Wheeler in the mile open.

In the Chicago road race Homer Fairmon, of the Chicago Cycling Club, won first place from the 5:45 mark in 54:36. Geo. L. Emerson, of the Chicago Cycling Club, finished second, winning time prize in 52:14.

SMALL DECORATION DAY RACES.

The nineteen-mile road race at Toledo, O., was won by C. W. Ballentine in 58 minutes.

The relay between Green Bay, Wis., and Fond du Lac was ridden in 4:48:00, four minutes ahead of schedule time.

The state twenty-mile road race record was broken at Lima, O., by E. L. Lefevre, of Dayton, O., who made the distance in 58:27.

MARINETTE, WIS., May 30.—In the ten-mile bicycle race today Frank Chase took first place. The best time was twenty-eight minutes.

The ten-mile road race at Danville, Ill., resulted: Time winner, John Learnard, 30:32¾; handicap winner, Charles Clay. Fourteen started.

The two-mile bicycle race at the Hibernians' games, at Philadelphia, was won by Crowe, Conlan second, and O'Keefe third. Time, 5:54.

The five-mile road race of the Phoenixville Wheelmen was won by Fred Airheart; Charles Baher second, John Airheart third, B. Hertzel fourth.

The Monmouth (Ill.) Bicycle club had a road race of six and a quarter miles. W. R. Irwin, with a two-minute handicap, was best time and the race winner. Time, 23:46⅖. There were eight starters.

Thirty-one men started in the sixth annual road race at Grand Rapids, Mich. Fred Ebelter, of Kalamazoo, a 5-minute man, in 52:22; Van Male, of Kalamazoo, captured time prize and second place in 51:03½.

The twelve-mile road race at Bloomington, Ill., was won by W. L. Peeler. Bert Stimpson, one and one-half minutes handicap, won the time prize and the second place prize. T. W. Beard took the second time prize.

The Decatur (Ill.) road race was for a distance of twelve miles, with thirty-five starters. Roy Kinsman won, Swigarb second, Sampson third, Wamsley fourth, Barr fifth. The time prize was taken by L. E. Rogers in 38:54.

The Ramblers, of Kankakee, Ill., held a series of races at the Fair Grounds. Herman W. Danforth won the half-mile, mile, and five-mile contests. In a mile match between Phil Wambach and Ernest Bittourna, the former won, having been fouled by Bittourna on the homestretch.

Three road races were held at Red Bank, N. J., a quarter-mile, half-mile, and five-mile. The latter was the most exciting, the winner being Robbins, the scratch man; Chadwick, second; Beck, third. Time, 13:12. The quarter-mile event was run in three heats, Miller first, Longstreet second. Time, :35.

Ten men started in the ten-mile handicap roadrace at Springfield, Ill., by the Capital City Cycling Club. The weather was intensely hot and the course smooth. Harry Parks, 5:00, came in first, time 36:59½; George Fish, 5:00, second, 37.02; Stanley Fisher, 4:00, third, 36.02¼; Will McConnell, 1:00½, fourth, 33:33; George Keys, fifth; A. Lumpf, sixth; H. W. Davers, seventh. Connell won the time prize.

There were seven starters at Mansfield, O., in the road race under the auspices of the Cleveland *Press*. The course was a rough one, nine miles in all. Herring and Cooke started at 9:25, Eastabrook and McIntyre five minutes later, Wertman one minute, and Crouse and Gibson half a minute later. J. E. Wertman came in first in 38 minutes, Crouse second, Gibson third, Eastabrook fourth, McIntyre fifth, Cooke sixth, and Herring seventh.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES



WE ARE prepared to furnish kettles for applying cement to rims, and all repairmen and others who desire to avail themselves of what we have found to be the best method for doing this work are invited to send on their orders for these kettles. They are of two styles, one for use with gas and the other for use on a stove.

The one to be used with gas costs $1.83, including six feet of rubber tube for attaching to the gas burner. The kettle designed for use on a stove costs $1.57. In each case the price quoted is cost. What we wish is to see the tires properly fastened to the rims, and thus avoid tribulation and profanity for all concerned.

Cement will be furnished at the wholesale price of 35 cents a pound. One pound is all that a kettle will hold.

MORGAN & WRIGHT.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

IT IS A SUCCESS

The Dunlop Tire on the Wood Rim

It gives no trouble either to the manufacturer (who pays more for it) or the rider (who can get it without extra cost).

INSTANCE No. 5,

Julius Andrae & Sons Co.

SUPPLY IT ON THEIR

ANDRAE CYCLES

AND THIS IS WHAT THEY SAY OF IT:

MILWAUKEE, WIS., May 13, 1895.

AMERICAN DUNLOP TIRE CO., Chicago, Ill.

GENTLEMEN: We have been using your '95 detachable tires since December last, and have found them entirely satisfactory, having had no complaints up to the present writing.

Yours respectfully,

J. ANDRAE & SONS CO.,

H. P. Andrae, Treas.

AMERICAN DUNLOP TIRE CO.

504=506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL.

36=38 Lombard St., TORONTO, CANADA.

IT IS A SUCCESS

The Dunlop Tire on the Wood Rim

It gives no trouble either to the manufacturer (who pays more for it) or the rider (who can get it without extra cost).

INSTANCE No. 9.

The Central Cycle Mfg. Co.

SUPPLY IT ON

BEN-HUR CYCLES

AND THIS IS WHAT THEY SAY OF IT:

AMERICAN DUNLOP TIRE CO., New York. INDIANAPOLIS, IND., 5-7-'95.

GENTLEMEN: Considering the number of Dunlop tires on wood rims we have used upon "Ben-Hur" bicycles this season, we are glad to say they have been, so far, very satisfactory.

We regard them the best detachable tires upon the market.

Kindly book our order for May delivery.

Yours truly, CENTRAL CYCLE MFG. CO.,
Per L. M. Wainwright, Pres.

No Delay! We Can Fill Orders on Demand

AMERICAN DUNLOP TIRE CO.

504-506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL. **36-38 Lombard St., TORONTO, CANADA.**

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, MAY 31, 1895. No. 13.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY.

142-148 W. Washington St., Chicago.

OUR MOTTO:

"SEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

SIGNS OF THE TIMES.

In 1893, when Martin Nessel won the time prize in the Chicago road race on a Fowler wheel, it was our good fortune to have picked up a horseshoe just prior to the race.

Last year, when Rau and Besnick came flying across the tape, winners on a Fowler wheel, we held in our pocket the left hind foot of a rabbit caught in a graveyard by one of our colored friends one minute before 12 o'clock on a dark and rainy Sunday night.

For 1895, we have already picked up another horseshoe, which, together with the 1893 horseshoe and the lucky rabbit's foot of last year, is peacefully reposing in a burglar-proof box in the bottom of our time safe. Our colored friends say we can not lose. So be it.

PROSPECTS BRILLIANT.

From the number of applications for 1896 agencies, and the most gratifying way in which 1895 wheels are giving satisfaction, we are much encouraged as to the outlook for the Fowler wheel. We started small but made good goods and we pushed those goods. Rapidly did we come to the front, and today the business that we are able to command almost overwhelms us.

Everything in our power is being done to make the Fowler wheel the finest bicycle the world has ever seen. We have never been backward about making claims for the Fowler wheel on each and every occasion where we thought those claims were justifiable. We know that some people think that the Hill Cycle Mfg. Co. have an immense opinion of their own concern and its products—and they are right, we do. Our record for the manufacture of high-grade bicycles entitles us to that opinion and we are bound to keep the cycling world of the same mind by making wheels that merit it.

We cordially thank those agents who have pushed the Fowler wheel, and we say to them and to others who have already applied for 1896 agency that

5 MILES IN 10:06

ON A BICYCLE

IS FLYING, EH?

DONE ON A FOWLER.

we shall continue to be up-to-date in everything. Extensive arrangements and plans are already being laid out for 1896 business. We must and do occupy a position in the manufacture of bicycles second to none.

"'The Bearings' Wrong," Says Smith.

HALIFAX, N. S., May 13, 1895.
HILL CYCLE MFG. CO., 144-148 W. Washington St.

Gentlemen: Your letter of the 7th and also my wheel came safely to hand, and I may say I am more than pleased with the wheel. THE BEARINGS says, "No wheel ever realizes the expectation of the purchaser." I can contradict that statement. The Fowler is the finest wheel I have ever ridden.

Mr. Smith waited some seven or eight weeks for his wheel, and he ends his letter by saying:

I will take back all my impatience now that I have such a fine wheel, and I thank you kindly for all your trouble in the matter.

Very truly yours,
GEORGE T. SMITH.

SPECIAL!!

WONDERFUL PERFORMANCE

Five-Miles on a Fowler.

10 Minutes 6 Seconds.

EDWARD KRUEGER DOES IT

AT BUENA VISTA, COLO.

From Buena Vista, Colorado, comes the following telegram to the "Inter Ocean" of this city, which fully explains itself:

RIDES FIVE MILES IN 10:06.

Remarkable Speed by Bicyclist Ed Krueger on a Colorado Road.

BUENA VISTA, COLO., May 27.—Special Telegram.—Ed Krueger today rode five miles over a straightaway course in 10:06. Charles E. Jones, M. L. Mason, W. J. Dean, and H. D. McIlrath were the timers. The course was surveyed officially and the time carefully corrected. The road has the same grade as the one upon which L. Wahl, of Colorado Springs, made the fifty-mile record. The start was made at Hot Springs, five miles west of here, and the finish in Buena Vista. His mount was a Fowler. H. DARWIN MCILRATH.

This has been confirmed by a private telegram to us. Five miles in 10 minutes 6 seconds is certainly a most marvelous feat. The previous record for that distance was held by W. A. Parker, of Waco, Tex., and was 11 min. 18 sec.

The track record is held by John S. Johnson, and is 10 min. 22 sec.

We do not know under what conditions this record was made, but we would not be surprised at anything done on a Fowler, and we believe that this opinion is privately shared by a great many of our competitors. In fact, the chances are that they are more likely to think this than we are from the past achievements of the Fowler bicycle.

START RIGHT NEXT TIME.

We have a letter from a gentleman in New York stating that he is anxious to obtain a Fowler truss frame for his S—— wheel. We have advised the gentleman that we could not supply him a wheel otherwise than with the regular Fowler equipment; also that the next time he should "start right" in order to be "always right."

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

Cincinnati, Ohio, May 28, '95.

Editor "The Bearings": We inserted one advertisement in "The Bearings" of our Hanauer Convertible Tandem, and have received 189 letters and ten letters from parties who mean business. You may continue our advertisement until we notify you. Hoping we will have the same results in the future, we beg to remain,

CHAS. HANAUER.

TRADE REFLECTIONS.

In large manufacturing centers bicycle makers and merchants may be said to be entirely independent of one another. It is a curious fact that the trade in the smaller interior towns is characterized by a different order of things. Here the bicycle manufacturer is king. Merchants refuse to handle competing lines of wheels because they fear the boycott of the local maker and his employes. You may think it strange, unheard of, and unaccountable, but it's true. Perhaps it is not true in all cases, but it is true in many if not most cases. It is a theme that is not discussed by the press or given much publicity, and yet it is a matter of peculiar interest to the trade. Who is authority for the report? Your commercial traveler, than whom no one is in a better position to learn such things or to judge of their effects. He may be poor, but he is ambitious. He may mislead the minds of gullible listeners with Munchausen tales of the mammoth orders he has taken, but when he portrays the darker side of his experience he is not given to exaggerating it in the least. We may accept it as being true, then, when he says he went to Greenville recently, prepared in every way to show attractive samples and to offer substantial terms, but found every dealer in the town as deaf as a stone. He talked himself hoarse without making the slightest impression. One dealer gently reminded him that it was the duty of every tradesman to "patronize home industries," and by a strange coincidence the same idea seemed to illumine the minds of all the other dealers, and they were all inspired to express the same sentiment. From hearing it so often the poor fellow became dazed with a sense of conviction and guilt. He felt that

It Was his Duty to Return Home,

cast off his shoes, which were made in Boston, and his hat, which was the product of a Philadelphia house, and all other articles of foreign manufacture, including a valuable Swiss watch, and substitute articles of home manufacture, and to thereafter solicit no orders for wheels outside of a district circumscribed within three miles of the court house. What he did do, however, was to catch the first train out, lingering at his hotel only long enough to send his expense account to the house with this report: "No sales. Sorry. This is a 'Jonah' town. Here is where the —— wheel is made, you know. You can't get any trade unless you move down here with the entire plant. Then the 'home industry' idea will catch the people like measles."

It was purposeless to write about the matter at all except to adduce a moral. There is no good reason why this unfortunate state of things should exist. If the present tendency continues, we may expect soon to find every interior town of any pretensions possessed of its own bicycle factory, and the trade obtained by each factory must perforce be altogether provincial. A strange condition of things, indeed. The moral is to be found partly in the rare old fable about the dog in the manger and partly in the good old golden rule, with which most of us are familiar. Let the local dealer have the temerity to handle other lines of wheels openly, above board, where all the world can see them. Let the local manufacturer abdicate his throne of assumed superiority and bulldozery and insist, like a man, that his wheels shall be sold locally in absolutely fair competition with wheels that are made elsewhere.

The Policy of a Few of the Oldest Makers

of confining their agencies to regular dealers is showing its good effects, and they are sure to become more apparent and far reaching, later on, if the policy is adhered to. Probably the greatest single point of advantage gained by such makers is that their business conservatism inspires both the dealer and the consumer with entire confidence in them and their goods. The dealers are sure of protection, and buyers feel a sense of satisfaction in obtaining their wheels in a straight, businesslike way. Why shouldn't a bicycle be sold like other commodities? What advantages can possibly be afforded the manufacturer who places his agency with a clerk or schoolboy? He sells one machine to the "agent" at the trade price. Thereafter he may be thankful if a single other wheel is sold by that agent, and doubly thankful if he knows it is sold at list price.

It is really astonishing the number of "vest pocket" agents one may find in small country places. I know of towns where there is one such agent to about every fifty people of the entire population, including all classes, ages, and conditions. It is absurd, ridiculous. If factories continue to multiply and sell their product through such agencies, we may look for the further demoralization of the bicycle trade, which, in a general sense, has already had quite enough odium cast upon it, in the estimation of the public, by such methods.

Traveling Salesmen Tell Some Funny Things

about their experiences during the recent blizzard which swept over the whole extent of country and congealed everything within its grasp with frost and snow. Even those whose fortune or misfortune it was to have been at that time in the proverbially sunny south did not escape the icy grip of that storm. In Texas there probably was a larger aggregation of travelers to the square mile than in any other state in the union, and their sufferings were keener, probably, with the mercury 10 degrees below zero than were those of their fellows in the north, with the fluid several notches lower, for down there they are not accustomed to such things, while in the north they are. It may be safely supposed that the expenses of these travelers during that period were for the most part a dead loss to the factories they represented.

Two men sat one night warming their feet before the glowing stove in the office of a Wisconsin hotel. After they had lighted their cigars and smoked awhile, and sized each other up, as travelers are in the habit of doing, the following conversation was overheard:

"Those your trunks I saw in the baggage-room; wheel trunks?"

"I'm sorry to say they are, and they would do me about as much good if I had them in Kamschatka. If they were sleighs or skates I might do something with them. If you are interested in bicycles I will be glad to show them to you. Here's my card."

"And here's mine. You see I'm in the same fix. I represent the —— wheel."

"Shake!"

After they had compared notes for some time one of them remarked that he had stopped at ——ville a few days before, and had a sorry time of it.

"Let's hear about it," said the other, with a grim smile of anticipation.

"Well, my house wired me at Eau Claire to look up So-and-So, who wanted an agency at ——ville. Said he thought he could sell about twenty wheels. There was only one train a day, and that should have landed me there at 7:35 in the evening, but it was over an hour late, so that it was nearly 9 o'clock when she pulled in. There were two other passengers who walked across the platform and stepped into the bus (which was a sleigh by the way), and the driver whistled and cracked his whip, and off they went. I couldn't do a thing but swear. Yelled at the driver, but he wouldn't stop. Those blasted trunks had to be looked after, and

There Wasn't a Baggageman Around.

The depot was locked up for the night, and of course the train had pulled out. The wind howled and blew clouds of snow into my face. It was cold, too; frightfully cold. I was alone with my grip and trunks on that blasted platform. Think of it, deserted! Some distance away I saw the glimmer of a dim light. Followed it up and found the ticket agent and the owner of the place, which was a sort of cheap railroad boarding-house, playing cinch. Gave the agent a cigar and persuaded him to open the baggage-room and help lug my trunks in. He told me the only way I could get to the hotel was to walk there. It was only three-quarters of a mile to the village. Well, I can't begin to tell of the tortures I suffered, facing the wind and snow, before I got there. The 'hotel' was the regulation ramshackle country affair, and the only thing I had to eat that night was a chunk of cold tough beefsteak, some cold pork and beans, hard rye bread and white butter, and lukewarm tea that was too weak to stay where it was swallowed. And the worst of it all was, I had to sleep in a bed that was as cold as ice, in a room that it was impossible to warm because there was no stove. In the morning I actually had to shake the snow out of my shoes and clothes before I could put them on."

The other traveler had

Listened with Unusual Interest

to this tale of woe.

"Well, well," said he, "that was pretty tough. "But what about the man who wanted to handle your wheels? What did you do with him?"

"Man! He was a schoolboy, the landlord told me, and lived on his father's farm a mile and a half from the village. He thought he was about thirteen years old, though he might be fourteen, possibly. No, I didn't look him up, but staged it back to the depot the next evening, and was tickled to death to get out. It was a funny thing, by the way. They told me another bicycle drummer had been there the day before and he had had precisely the same experience, even to the walk from the station and the small boy incident. They had no register at the tavern and no one knew his name. I'd give my shirt if I knew who he was. I want to sympathize with him."

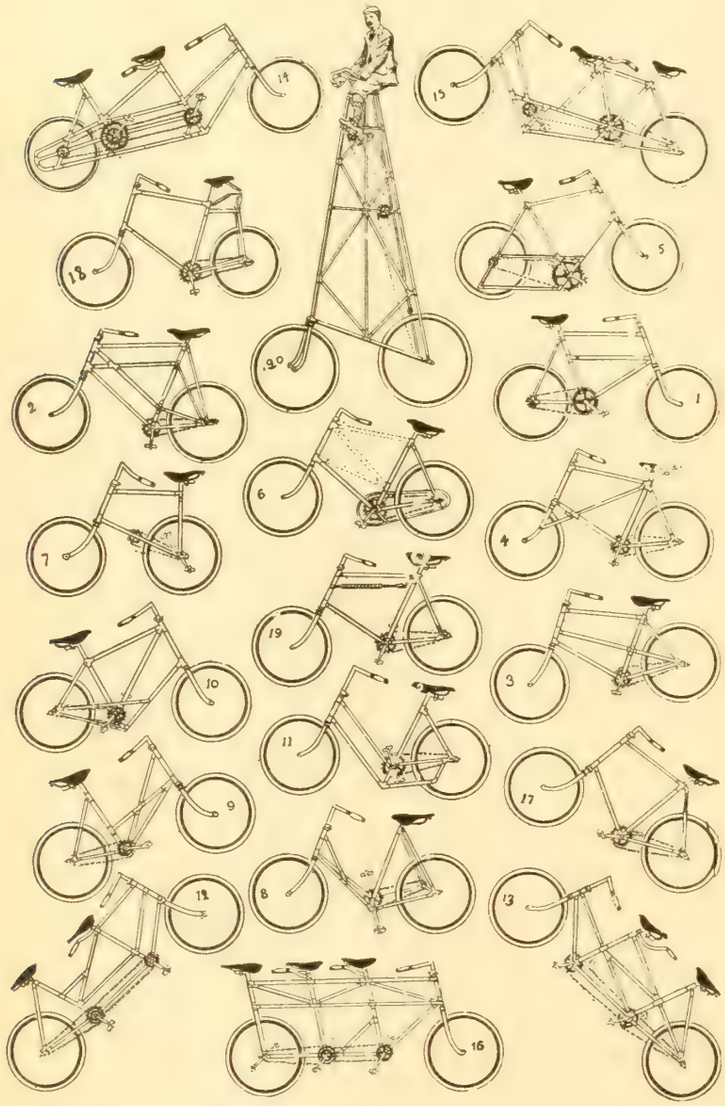
The other laughed. "I am that identical drummer," said he. "You have told my experience to a dot. It was the same place, the same bus driver, and the same walk to the same hotel; and it was the same schoolboy who led me there, too. I accept your kind invitation to sympathize, accept it cordially, sir. Take what you like for yourself. For my part, I want something warm."

HOLLAND.

The Gendron Iron Wheel Co. has sent out to its agents attractive display signs, 36x36 inches, which represent the now very familiar star associated with Gendron bicycles.

ENGLISH FRAMES.

The accompanying cut shows the peculiarities of English frames taken from the *Cyclist* Year Book. Fig. 1 shows the New Howe road racer frame which differs from the ordinary diamond frame only in having a duplicate top tube, this second tube running parallel to it from the junction of the bottom tube with the steering head to a point a little over halfway up the diagonal. Fig. 2 is Grossat's complex frame, which is a still greater elaboration of the diamond type. Fig. 3 is Rouxel & Dubois' telephone frame, which is a practicable combination of the cross and diamond frames. Fig. 4 is Bowley's Unia frame, which has as its object the support of the forks, and, by the removal of strain upon them, the prevention of the breakage of the fork crown. Fig. 5 is the Eclipse racing frame. Upon the chain wheel side the compression tube is entirely removed; the bottom tube and back stay are both continued beyond the bearings and the hub respectively some few inches and united by a connecting tube; another tube



about the same distance from the bearings runs parallel above, crossing the diagonal of the frame an inch or two above the crank bracket. Fig. 6 is the Eclipse roadster frame.

Fig. 7 is the Prinetti frame. As the machine to which this is attached is driven directly with cranks at the hub of the back wheel, an altered arrangement of frame is necessary. This is simple: A vertical fork is carried up from the crank axle at the hub, and carries the seat socket at the top. A horizontal tube from this runs to the top of the steering head, which is of the ordinary kind, and another straight tube with continued fork is carried from the bottom of the steering head straight to the back hub.

The Vanguard ladies' safety (Fig. 8) has two tubes running straight from the bottom of the steering head to the extremities of the crank bracket. These are connected by a cross strut in the center, and to this two other tubes are attached, one running to the top of the steering head, the other to a point just below the center of the crank bracket, thus making a neat and very strong bracing to the frame, and giving full dress clearance.

The Raleigh ladies' safety (Fig. 9) is a combination of the two general types of ladies' straight tubed frames. One tube runs from the top of the steering head to the crank bracket, another tube from the crank bracket to the bottom of the steering head, and a third, crossing the first, from the bottom of the steering head to a point on the diagonal, a few inches above the crank bracket. The junction where the tubes cross is very neatly carried out. This makes an exceedingly strong frame. The Eclipse ladies' frame (Fig. 6) is similar in principle to the Eclipse roadster frame previously described, the only difference being the construction of the front in much the usual manner, the upper tube being carried either from the top or bottom of the steering head to the point of attachment on the diagonal of the oval side-frame. This, too, makes an exceedingly strong form of frame. Brown's patent frame (Fig. 10) has the same object as the last mentioned, namely, the bracing of the frame together to secure firmness and rigidity, and take the strain off the connecting joints. This is carried out by the fitting of a double tube running from the back hub across the lower angle of the frame, being attached to the diagonal, and carried forward on to the bottom tube an inch or two beyond the crank bracket, which is placed above and in the angle of the lower frame tubes. The fitting of this is really marvelous in securing rigidity. The illustration shows the machine as built for male riders. For ladies the top tube is absent. Another contrivance to the same end is Fig. 11, the Lonsdale ladies' safety. In this parallel tubes are carried from the steering head to the crank bracket and a few inches above it, and while the compression tubes of the back frame are carried to the top point of attachment, a duplicate pair of compression tubes running parallel with these are carried along the bottom of the frame, and secured at the back to depending arms affixed just forward of the back attachment. Several new designs in tandem frames have likewise made their appearance.

The North Road tandem (Fig. 12) is constructed with a low frame at the back instead of the front, so that the lady rider is placed behind, and not in front as usual. This is accomplished by doing away with the usual horizontal top tube at the back, and running a tube straight across from just above the crank bracket to the seat socket of the front rider, strengthening the bottom angle by a cross-bar. From the point of attachment to this main tube, a horizontal tube is fitted, running parallel with and a couple of inches above the duplex compression tubes, which run along the bottom of the frame, and the three united by an arched or semicircular crossed bracing. The front also is fitted with a double bottom tube, the duplicate member being placed above and parallel with the first. Brooks' racing tandem (Fig. 13) may be described as a modification of the principle of the cross frame. It is simple and strikes us as good. The two diagonals or seat tubes are set parallel with the steering post, and from the top of the front one a straight tube is carried back with a fork to the back wheel hub, crossing the rear upright midway. A tube parallel with this runs from the bottom of the rear seat-tube, crossing the front one centrally to the bottom of the steering head, and the different angles and unsupported points united by straight tubes, as shown in the illustration. The Eclipse tandem (Fig. 14), like the last, enables a rationally dressed lady to occupy either seat. It is built upon similar design, save that the frame upon one side is built upon the Eclipse principle, a curved tube running above and below the compression tube, which is retained at the back, and being carried forward in parallel lines to the front frame.

Brown's humber tandem (Fig. 15) may briefly be described as the application of Brown's principle of cross-bracing, as previously described in connection with the frames of ladies' machines, to a tandem safety, this arrangement being especially fitted to a machine designed to carry a lady on the front seat.

The Prinetti triplet frame (Fig. 16) has an ordinary diamond-type front. The three seat tubes are parallel with each other and with the steering-head. The top tube is horizontal, with a duplicate bar running parallel with it from the bottom of the steering-head, and diagonal tubes are placed across the three parallelograms thus formed; the central lower parallelogram of the frame is also provided with a cross-bracing strut.

WASHINGTON TRADE.

WASHINGTON, D. C., May 25.—The bicycle business is well to the front just now; every one seems desirous of carrying a line of wheels, and even Moses, the well-known Washington furniture man on F Street, has introduced a cycle department into his large establishment. He intends carrying the Imperial, and will devote two of the large floors to a riding academy. Mr. Moses states that as yet he has only been able to obtain samples, and like every one else he is waiting for the stock in trade to materialize.

C. C. McCormick has recently bought out L. C. Wahl, 811 G Street. Mr. McCormick was with George S. Atwater & Co., formerly the agents for the Columbia from '89 to '92. Now that he has gone into business for himself he is dealing in new and second-hand wheels, and also selling on commission, and storing bicycles from 50 cents to $1 per month, besides having a complete repair shop included in his establishment.

Gormully & Jeffery have added electric lights to their riding academy, and intend keeping it open every evening, except Sunday, until 10 o'clock. Special evenings will be reserved for ladies if desired. The school is held in an immense open lot adjoining the store, and being in the open air the evenings will prove the pleasantest part of the day, as warm weather approaches, during which to take lessons.

C. R. Gorman, well known in the trade, seems to have almost a monopoly on the repair trade in Chicago. He has two well equipped shops, one at 38-40 East Lake Street and the other at 34 East VanBuren Street. He does repair work for the Woodrough & Hanchett Co., Excelsior Supply Co., Shirk Mfg. Co., Sieg & Walpole, Wolff Mfg. Co., John M. Smythe, Siegel & Cooper, The Fair, and Moore. He keeps a large force of men busy at all times.

ENGLISH TRADE NOTES.

LONDON, May 18.—The topic of the week has been the Philpot vs. Rudge trial. This came on for hearing on Monday last in the Queen's Bench Division, and it was not until Wednesday that the evidence was got through and the verdict given. Mr. Philpot, in the box, was inclined to be reticent, and Mr. Justice Cave cautioned him that he was seriously damaging his case. In spite of this a special jury finally awarded him damages to the very moderate extent of $10. Reginald Brown, for the plaintiff, asked for judgment and costs on the high court scale. Mr. Murphy thought that there should only be county court scale of costs. Mr. Justice Cave said he would take time to consider the matter. Well, I hope Mr. Philpot is happy now; personally, I think that on the evidence he is a lucky man to have won his case.

I am told on good authority that the rumor of the intention of J. B. Price to resign from the Palmer Tire Co. is entirely unfounded. Whatever difficulty there has been seems to have been satisfactorily arranged.

The Andrews Mfg. Co., Ltd., has been formed with a capital of $25,000 in $25 shares to take over the business of Thomas Andrews, of the Forward Works, Birmingham. The affair is only a small matter.

I understand that the business of the Raleigh Cycle Co. is increasing so rapidly that it has been

Found Necessary to Introduce New Capital

into the firm to the extent of $140,000. The main object in view is the extension of the works at Draycott and special plant for the production of 500 Raleighs per week.

Another large cycle company which has found it necessary to extend its business is the Triumph. Only recently a large and extensive additional factory was built by the present company, but even this is not enough. It has therefore been decided to extend the capital of the company, which has hitherto been entirely a private one. I understand that the prospectus of the new concern will be issued next week and I am told that the capital is to be $225,000, the purchase price of the present business and assets being fixed at $160,000. The present directors will constitute the new board.

The cycle export trade returns for April are now issued, and show an increase on the preceding month, but a decrease of $520 on the corresponding month of last year. The figures are $856,805 as compared with $857,325 for April, 1894. Unless, therefore, the exports for this present month show a very great increase over those for May last year, the total for the first five months of this year will fall below that reached in the corresponding period of 1894. This does not look so encouraging as might be desired.

There are already signs that the

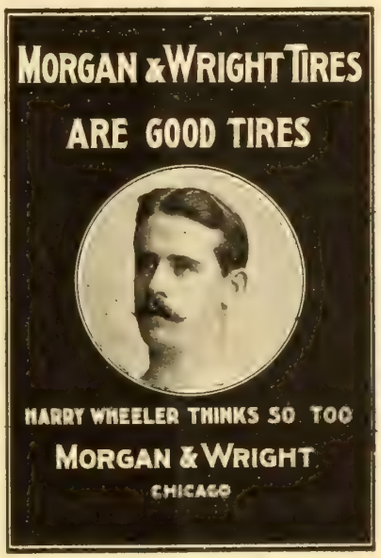
Threatened Craze for Extremely Narrow Handle-Bars

is departing. This is a good thing and no doubt we have now arrived at the happy mean. I expect that next year there will be a reaction toward longer heads, and that the absurd fashion for a perfectly horizontal top tube—which, by the way, always looks as if it sloped slightly downward—will take place. If so, it will be all the better for us.

The general press of this country has lately been advertising the sport pretty freely, and already the effect of this is being felt, numerous orders continuing to come daily from the upper classes. I expect, however, that in the end this will lead to a tax upon all cycles here, as when my Lord Tomnoddy goes forth awheel, he will not like to associate with the majority of cyclists. Perhaps taking all things into consideration a tax would not be an unmixed evil.

Several of the larger manufacturers over here are already thinking about their 1896 machines, and I have been favored with a private view of one or two of the new types. From these I gather that the main alterations will consist of the use of large top tubes, and that wood rims will be boomed very much. Personally I am not very sweet on these latter, although on single machines they seem to stand all right. One well-known firm favored me with an inspection of a new pattern of pedal which they intend applying to their next year's machines of best quality. I am not yet at liberty to say what are the details of this particular pedal, but I feel convinced that it is the very best thing of the kind which has yet been brought out. Pedals can certainly stand a good deal of improvement, if we are to judge by present patterns.

WILL O' THE WISP.



CHAINS.

The part which the chain has played in the evolution of the cycle has been second only to that of the ball bearing; and although the chain can not be claimed as one of the fruits of the creative powers of cycle builders, there is very little doubt that it owes its present important position in mechanics to the success which has attended its use in their hands.

Prior to its general adoption as a means of transmitting driving-power in cycles, the chain was comparatively neglected by engineers, its use in this way being almost solely confined to agricultural machinery. Following their usual habit, cycle makers soon instituted a refining process on the chain, and if this process was not as rapid in its earlier stages as could have been wished, it must be remembered that the cycle as a whole was in a state of transition. Once, however, the popular demand for the Rover pattern bicycle had given a certain amount of permanency in design, the improvement of the chain commenced in earnest, and it is scarcely possible to say how much the present day cyclist owes to those pioneer chain makers—Messrs. Perry & Co., the Abingdon Co., and Hans Renold.

From the crude and clumsy driving band for mowing machines, etc., was quickly evolved the Humber block chain, which, improved it is true, still remains our highest development in this line. We can well remember when a three-quarter inch driving chain on a safety was considered a standard size, and an inch chain was fitted to tricycles. Then much dubiety was expressed at half-inch chains, and we warned riders of the risk they incurred in attempting to press this diminutive size into road work. It was at this stage that the greatest improvements were effected. Perry introduced Appleby's pen-steel bushed rivets, and Renold brought out the roller chain after the Abingdon company had attained a large measure of success with their splendid long link pattern. Next came the quarter-inch chain that we have today, and of course, just as we touch the working limit, a craze for lightness caused a 3-16 inch pattern to be put on the market. A season's disastrous experience, however, brought its extinction, and though it would be rash to say that we have touched the minimum finality in length of rivet, it is not likely that any further reduction will take place without a radical alteration in some other direction. Such has been the improvement in chain manufacture that the present racing chain is actually stronger than the three-quarter inch chain of 1885, and would far outlast it. In the earlier days an abortive attempt was made to provide a case hardened rivet with a mild core—the case-hardening to resist friction and driving wear, and the mild core to permit efficient riveting. This failure brought in the pen-steel bushed chain, which gave, and is giving, splendid results; but a later attempt to secure satisfactory results on the old lines is claimed to have attained success in the hands of the Eadie Mfg. Co. and the Cycle Components Mfg. Co.

The latter have introduced a new principle in this revivification by adopting a rivet shaped like the balance pivot of a weighbridge or pair of scales. Our personal experience of this chain leads us to believe that the principle is sound and the new design of undoubted value, and we confidently expect a spirit of research to set in this direction shortly. It runs very sweetly, is less affected by dirt than any other block pattern chain, is very light, and, if its wearing qualities are satisfactory, is bound to have, and deserves, a large sale.

The present use of larger gear wheels is a concession to the claims of the chain for more consideration, but as we have repeatedly pointed out of late, we are more than surprised that some makers still fit gear wheels which have no sleeves or shoulders on which the side plates of the chain may rest, and so distribute the driving strain along the whole length of the rivet. The gear case is another great auxiliary to the efficiency in chain driving, and perfected in fitting and reduced in weight, as it now is, every road machine should be equipped with one.

The faddist has not given us much trouble in chains, because he is powerless to move without the countenance of the chain makers. We have seen chains which were intended to automatically rectify variation or loss of pitch and similar inventions, but they are either dead or gone before. The latest idea is a ball-bearing chain, and though circumstantial accounts reach us occasionally of this veritable blue rose, we are still waiting to see it, or a man who has seen it.—*Wheeling.*

STERLING FACTORY TO MOVE TO KENOSHA.

MILWAUKEE, WIS., May 27.—It is reported in Kenosha that a contract is about to be signed with the Sterling Cycle Works, of Chicago, whereby the plant is to be removed to Kenosha. Negotiations have been pending for some time it is said, and now the proposition of the Sterling people is said to have been accepted by the Business Men's Association. It is said that the site for the factory has already been decided upon. The capital of the company is now $100,000, with $50,000 reserve. It is said that the capital is to be increased to $200,000, and that the change is to be made by August 1.

Vice-President Raymond said last Monday that the contract had been signed that day, and that on August 1 the Sterling Cycle Works will move into a brand new factory, fitted up in the most modern fashion The building will be 600x120 feet, and be one story high. From 500 to 800 men can be put to work in the factory.

The headquarters of the company will be in Chicago in the downtown district, but just where Mr. Raymond was not ready to state. The Sterling people will not attempt to do a retail business this year, but in 1896 will open a large store. Messrs. Dickerson and Raymond will remain in the city.

Among the prominent Chicagoans riding Shirks are S. R. Howell and wife; D. F. Crilly, owner of the Stock Exchange Building, who owns five Shirks; Elliott Durand, vice-president of the Heath & Milligan Mfg. Co.; Henry E. Weaver, president of the Weaver-Getz Coal Co., and wife; E. C. Hart, manager of Tappan, McKillop & Co.; James Pease, sheriff of Cook County.

WASHINGTON NOT AFFECTED.

WASHINGTON, D. C., May 25.—A great deal is being said just now of the diminution of car revenue by the bicycle. In Denver, for example, the number of bicycles has become so enormous—10,000 wheels in daily use, it is said—that the tramway company has had to cut wages, and on fine days has had to cut its schedule. If each wheel represents only 10 cents a day out of the pockets of the company, it means $1,000 a day less of gross, or $365,000 a year. No company in a town the size of Denver can ignore such reductions, and hence it follows that some new readjustment is already necessary. It may be 10-cent fares, it may be a widening of the residential area, it may be that bicycles will be taxed for road maintenance. A recent interview has just been held with the superintendent of the Washington & Georgetown Railroad in regard to the effect of cycling on the revenues of that company. The report was that no perceptible difference in traffic has been noticed and the matter has never even been called to the attention of the directors. Inasmuch as it is a matter of such vital importance to Denver street railroads, and other cities, it seems strange that it has not affected Washington car companies, for certainly five times as many people are riding wheels this year as rode last.

The only Solution of the Problem

seems to be in the fact that a large majority of the riders of wheels are from the legations and the higher circles of society, who have their own carriages and have never been frequent patrons of the horse-cars. That cycling must eventually most vitally affect street-car traffic seems inevitable.

A dangerous source of trouble to bicycle riders is the sick line which is frequently stretched across the street where there is serious illness. The rope itself is almost invisible, and there are only one or two white patches upon it. Several young men have recently been thrown from their wheels by failing to see the line, which is absolutely inconspicuous. It has been suggested that humanity has its duties to the active as well as those confined to their beds, and a sign should be devised that could not fail to secure attention, before further serious accidents occur.

William C. McIntyre, of Washington, has just obtained a patent for a bicycle saddle cover composed of waterproof elastic material, with overlapping flanges to embrace the edges of the saddle, and adapted to be held in position by the contractive action of the material.

Sims' Fast Mile.

Fred Sims, the well-known Washington cyclist, made a mile on the park cycle track in Baltimore one day this week in 2:06⅘. Sims was paced by quarters by Clarence Knight, J. M. White, Walter Eckhardt, and Howard A. French.

The Queer Bicycle Club, an organization recently formed in this city, gave its first dance and reception this week at the club rooms, 510 11th Street, N. W. As is indicated by its name the club is unique in everything it does, and between the dances there was a programme of entertaining features, principally in the way of dialect stories and vocal and instrumental solos.

One of the most prominent ladies to appear on a wheel at the capital is the Princess Cantacuzene, daughter of the ambassador from Russia. Mrs. Truxton Beale, formerly Miss Hattie Blaine, is devoted to wheeling, and Miss Alice Belknap, the pretty daughter of one of General Grant's ex-cabinet officers, is an expert cyclist. The diplomatic circles have taken up bicycling extensively, and numbers of most distinguished riders now throng the streets of Washington.

J. Oliver Moque and wife sail on the 1st of June for a cycling tour through England, France, and Switzerland. Mr. Moque's wheel is a Crawford, while Mrs. Moque has an Ajax.

Can Make Immediate Deliveries.

The Liberty Cycle Co., of New York, writes that its factory is running night and day with the largest force its capacity will accommodate. While there is a great demand for Liberty cycles, still the Liberty company is able to entertain business propositions and fill orders from financially responsible agents in territory where its goods are not being sold.

WANTED, A PARTNER.

I have recently bought up the stock of a large bicycle company and am increasing the plant by erecting new buildings, etc., and expect to turn out 10,000 bicycles in 1896. Would like to take in a partner who would be able to assume the general management of the business and put in about $50,000. Address, MANUFACTURER, "The Bearings."

The Acme Puncture Proof Co., of 225 Dearborn Street, Chicago, although burned out at their factory a few days ago, are again filling all orders promptly, which they report are coming in from all points. The Acme Puncture Proof strip, from our own test, is all that is claimed for it. After June 1 their office and factory will be located at 713 63d Street, P. O. Station O, telephone Wentworth 530.

Many pretty things are being written to Morgan & Wright by the dealers, repair men, and club secretaries who receive *Wheel Talk*, the weekly circulation of which is 10,000. Nearly 9,000 copies go to the trade now, the surplus being used to meet requests for single copies.

The Syracuse Cycle Co. has favored THE BEARINGS with a handsomely framed blue-print picture of M. F. Dirnberger. A. G. Spalding & Bros. have also favored us with a large group photograph of the Spalding team.

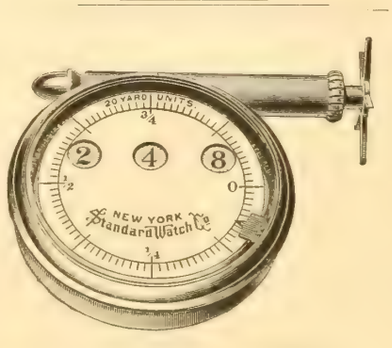
SEE THE EVIDENCE!

EVERY "STANDARD" CYCLOMETER CARRIES WITH IT THE MOST LIBERAL AND UNQUALIFIED GUARANTEE EVER PLACED ON ANY ARTICLE OF MERCHANDISE.

HOME LIFE INSURANCE COMPANY,
New England Department,
LOUIS H. SCHNEIDER, Gen. Mgr.

BOSTON, MASS., May 20, 1895.
In re Cyclometer.
NEW YORK STANDARD WATCH CO., 11 John St., New York.
GENTLEMEN: I beg to acknowledge the receipt of the new Standard Cyclometer in exchange for the one damaged and returned to you. Please accept my thanks. If you desire to refer to me, both for the correctness of your cyclometer, as well as the readiness with which you make good your promises, I am at your service. Yours truly,
LOUIS H. SCHNEIDER, General Manager.

NEWARK, N. J., May 3, 1895.
NEW YORK STANDARD WATCH CO., 11 John St., N. Y. City.
GENTLEMEN: I owe you cordial thanks for your kindness in sending me a new cyclometer for the old one which had been injured, and for your promptness in attending to the matter.
This proof of the character of your guaranty is very gratifying to me, and I will endeavor to compensate by recommending so good an article wherever I have an opportunity.
Yours very truly, W. W. WINNER.



ÆTNA INSURANCE COMPANY OF HARTFORD,
HARTFORD, April 29, 1895.
THE NEW YORK STANDARD WATCH CO.
DEAR SIRS: The cyclometer reached me in good order this morning, and your generosity and promptness is fully appreciated by me. I shall never lose an opportunity to put in a good word for you amongst my cycling friends. Yours truly,
JOS. W. RUSSELL.

SYRACUSE, N. Y., May 8, 1895.
MESS. N. Y. STANDARD WATCH CO, 11 John St., N. Y. City.
DEAR SIRS: Received from you today cyclometer and letter that there would be no charge on it, which rather surprised me.
I had hardly expected that there would be no charges on it, but shall remember, and anything I may be able to do for you at any time will be gladly done. I remain,
Very truly yours, EDWARD J. THOLENS.

AURORA, ILL., May 10, 1895.
N. Y. STANDARD WATCH CO.
GENTLEMEN: I beg to thank you for your liberality and promptness. The "Standard" seems to be the cyclometer for which the cyclists have longed. Even in this city a wheel looks incomplete without one. Yours respectfully,
FRED HARTZELL, 29 West Ave.

The New York Standard Watch Co.

11 John Street, New York.
103 State Street, Chicago.

Pacific Coast Agents:
Pope Manufacturing Co., 344 Post St., San Francisco.
Overman Wheel Co., Larkin and McAllister Sts., San Francisco.

Mention The Bearings

SALT LAKE AND HER TRADE.

SALT LAKE CITY, UTAH, May 25.—Decoration Day will be a gala day for the wheelmen of this city as on that date Salt Lake expects to make its debut as a racing center. The new $10,000 track will be completed with its magnificent grand stand and modern conveniences, and with the care and study expended on the track, together with the splendid natural cement surface, there is no reason why this track should not be the equal of any track in the country.

The Hot Springs Railroad Co. has put on a special car on the afternoon train and every day a jolly crowd of racing men take this train for their regular work. Although they have been training but two weeks some of the men are doing splendid work. Last Saturday a bunch of ten started for a practice mile and four of the crowd finished under 2:22. Several thirds have been made under :42 in practice and Monday two riders who had never ridden a tandem mounted a 41-pound machine and did a third, unpaced, in :38⅘. For the short time the men have been in training, and considering that these times were made in practice, the time is good and there is no question but that there are four or five men who will get under two minutes within six weeks.

The First Races will be Given Decoration Day

and a fine prize list will be offered, consisting principally of diamonds. Nine events are scheduled and tandem pacemakers will be put in the scratch events. Every state record will go down to a low figure, and a special prize of a $100 diamond is offered for the first world's record. Chairman Gideon has his eye on the local riders and nine of the fliers have been transferred to Class B. They are Evans, Weiler, Caine, Conibear, Schefski, Thatcher, Hassard, Rippetoe, and Liday. Conibear is the Peoria rider who came to Salt Lake to ride for the Western Hardware Co. He is riding well, but does not seem to be up to Weiler and Evans, who are still the crackajacks, Weiler riding especially well. Thompson, the Cheyenne flier, arrived last week and has started training with the local Columbia team and is

Developing a Wonderful Sprint

for short distances. The leader of the Class A forces at present appears to be Jack Royle. He is riding a Cleveland again this season and is training with the B's and holds his own with the best of them.

The Salt Lake Cycle Co.'s fifteen-mile road race, which takes place the morning of May 30, promises to eclipse anything of the kind ever held in Utah. There will be several bicycles and diamonds on the prize list and a number of other valuable prizes and the entry list will run up in the hundreds.

TRADE HAPPENINGS.

SAN DIEGO, CAL.—C. H. Edwards Cycle Co. sold out business to Tibbals, Hannahs & Cobb. The business will be removed to 1,130 4th Street.

WICHITA, KAN.—Ross E. Miller & Co., bicycles, reported as having gone out of business.

WILLIAMSPORT, PA.—The Demorest Mfg. Co. reports increased demand for its make of bicycles, and says that it has booked orders for 20,000 wheels for 1896 delivery.

HORNELLSVILLE, N. Y.—Baldwin & Kernan, bicycles, etc., succeeded by C. H. Baldwin.

KAUKAUNA, WIS.—Butler & Guessenhaimer, bicycles, have commenced business, having been appointed agents for the Waverley.

HAMPTON, KY.—Hardy & Warten, hardware, bicycles, etc., reported sold out.

BROOKLYN, N. Y.—Shepherd & Shepherd, bicycles, reported to have dissolved copartnership, Irving R. Shepherd continuing the business.

PRINCETON, WIS.—O. J. Weiss, bicycles, has opened new store.

ETHEL, ARK.—Turner & McSwayne, hardware, bicycles, etc., succeeded by Nicholson & Nicholson.

BUFFALO, N. Y.—The Buffalo Scale Co. is putting on the market an improved scale for determining correctly the weight of bicycles.

NORFOLK, NEB.—Negotiations are pending, looking to the establishment of a bicycle factory. A bonus is being raised for the purpose.

PETTISVILLE, OHIO.—Conrad Mohr, implements, bicycles, etc., opened new store.

COLLINSVILLE, ILL.—The Kirschbaum Hardware Co. has been incorporated, and will add a bicycle department.

CHICAGO, ILL.—Chicago Solidified Oil Co., 56 Fifth Avenue, are placing on the market Bond's Bicycle Lubricant. The eastern agents are the C. F. Guyon Co., 97 Chambers Street, New York.

BRAYDENTOWN, FLA.—W. C. and G. H. Watts, hardware, new store opened. Will accept agency for bicycles, and invites propositions from manufacturers,

MILWAUKEE, WIS.—D. D. Warner & Co. have been succeeded by an incorporation, under the name of the D. D. Warner Co., of which D. D. Warner is president, B. W. Park, vice-president; C. B. Chapman, secretary; L. P. Holmes, treasurer. The company will double its capacity for handling bicycles.

WAUKESHA, WIS.—Lau & Ferguson, bicycles, reported sold out to S. J. Seabury.

SPOKANE, WASH.—The Spokane Hardware Co. has succeeded Park Lacy & Co. and will add a bicycle department.

MINNEAPOLIS, MINN.—The Minneapolis Cycling Co. has been organized by Geo. H Gillette, C. D. Bates, and others, with a capital stock of $100,000.

CAMBRIDGE, MASS.—The Wood Cycle Co. sustained a fire loss of $10,000 on May 23, covered by insurance.

BROOKLYN, N. Y.—The Brooklyn Union Cycle Co. has opened for business, corner of Flatbush Avenue and St. Mark's Place. This is a branch of Hodgkins & Co., 300 Broadway, New York, and is under the management of W. H. Webster.

ST. LOUIS, MO.—Corfe & Duff Cycle Co. has been reorganized under the title of C. T. Duff & Co.

MILTON, WIS.—E. S. Babcock, bicycles, will remove business to Featherstone's Mill, where he will add the manufacture of punch and shear machines.

FREEPORT, ILL.—L. M. Devore & Co. are putting on the market an improved trousers guard for bicycle riders.

NEW YORK, N. Y.—Robert H. Ingersoll & Bro., at 65 Cortland Street, has introduced the Climax bicycle watch and holder.

TOLEDO, OHIO.—Toledo Bicycle Co., Titus B. Terry, receiver, filed report of the receipts and expenditures since May 19. The last report of the receiver showed there was in his hands the sum of $9,941.06. Since then he has collected, including $10,350 less commis



sion of $250, the amount of the sale of thirteen bonds of the Toledo Electric Co., the sum of $34,948.98. He has paid out the sum of $42,013, and has still in his hands awaiting the order of the court the sum of $2,877.04.

MILWAUKEE, WIS.—Philip Gross & Son, bicycles, commenced business, handling the Eagle.

MEDFORD, WIS.—F. R. Zeit, bicycles, commenced business, handling the Crawford and the Andiae.

ORLANDO, FLA.—L. Stebbins has invented an improved tricycle, and a company will probably be organized to put it on the market.

CHICAGO, ILL.—The Monarch Cycle Co. has purchased a site on North Halsted Street, and will erect an eight-story addition to its factory.

TEXAS TRADE NOTES.

SAN ANTONIO, TEX., May 22.—While the rest of the United States is suffering from a bicycle famine, and the various big lights who sell wheels in from 100 to 500 lots, and are being tortured to death by the wails of the poor unfortunates who have even gone so far as to make deposits to secure a wheel from the first shipment, and then are sadly turned away, and their money refunded, poor old Texas is staying in the rut of bygone days. That is, the cycle trade has increased, but it has increased yearly for several years past, and will perhaps continue to do so for years to come. The trade was never in so healthy a condition before. A better class, by which I mean the more solid class of cautious, conservative business men, are considering the advantages of a properly managed bicycle department, and the trade is being greatly benefited thereby. Vest-pocket agencies are fast dying out. Traveling men are now instructed that vest-pocket agencies are not desirable, in fact some of the better firms even go so far as to say that they are not even acceptable, only in the most extreme cases.

The Texans must be a favored lot, for the dealers who complain of not having been able to secure wheels fast enough to fill orders are the exception. It is true that some models of wheels are quite short on the market, but the factories that have been unable to fill an order for some special style have been able to turn a good share of their trade into stock made up, which perhaps is really the most satisfactory to both dealer and manufacturer in the long run. Strictly speaking, the "400" element of the various Texas cities has not yet adopted cycling to any great extent. Of course here and there is an exception, but that has always been the case. The tendency is, however, that perhaps yet this season will see their adoption of the bicycle.

Dallas.

Since my last article on the Dallas trade several changes have been made, not the least important of which, but rather one of the most important deals ever consummated in the state, was the purchase by the Aultman-Miller Co., of Dallas, of the Covey Bros. Cycle Co.'s entire business. This gives Aultman-Miller the direct key to the situation in Dallas. They were already getting rapidly to the front, but this puts them in the front rank at a single stroke. They are entering the bicycle business with a will, and are already enjoying an extremely large trade. The Covey Bros. will perhaps retire from the trade, temporarily at least. By their untiring efforts they had built up not only the largest retail business in Dallas, but in the whole state, and the spirit of fairness that characterized their every effort will certainly bring them popularity in any line they may embark in.

The Aultman-Miller Co., their successor, is a strong firm which is bound to do a large business. It has the state on Clevelands and Rouse, Hazard & Co.'s wheels. Locally it has a large number of agencies acquired by its purchase of the Covey Bros. Cycle Co. For the past two seasons the Rambler has been the most popular wheel with the Dallas riders, or rather I should say last season, and this year seems to be another Rambler year in Dallas.

The Aultman-Miller Co. will support a racing team, all of whom will be mounted on Clevelands. The star rider on the team will be Edgar Boren, who is a very promising rider. Fred Taylor, another member of this team, was until lately a Rambler Class A rider, and as such broke the 100-mile state record, winning at the same time both first place and time prize in the recent 100-mile road race. He is a youngster who will doubtless show his rear wheel to a number of more experienced riders during the Texas circuit.

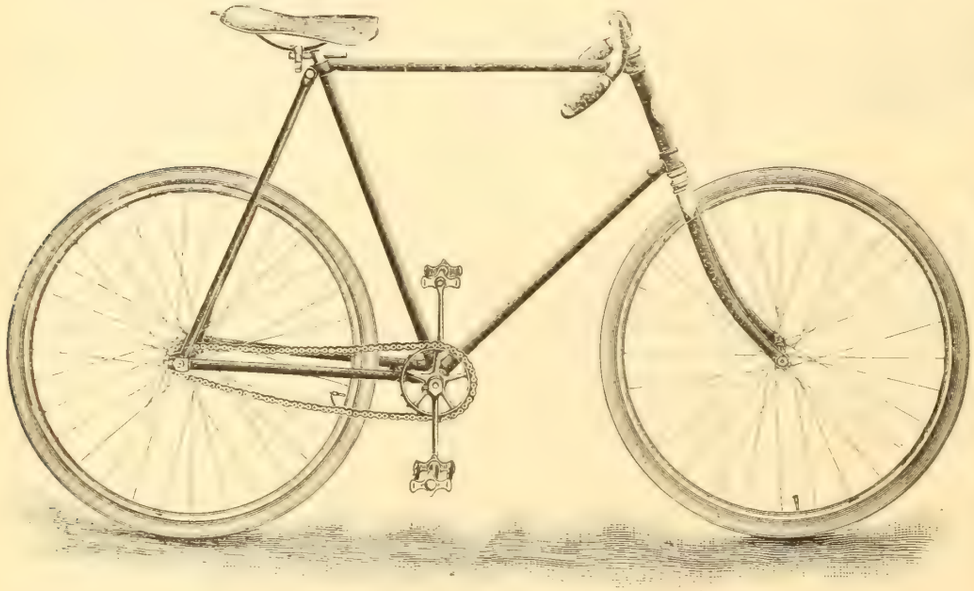
Waco.

The Waco trade is in a decidedly bad condition, so far as the 1895 sales are concerned. The two leading stores, the Parker Cycle Co. and A. O. Woodworth, both report dull business. The weather has been bad all the year, or at least the first four months, but better things are hoped for, and before the advent ot another season Waco will doubtless have assumed her normal condition as one of the best bicycle towns in the south.

Houston.

The cycle trade in Houston has surpassed that of all previous seasons. Roy Spore is the proprietor of one of the most hustling stores to be found anywhere in the state. The Rambler is the only high-grade wheel he handles, and his trade on this popular machine has been really phenomenal. Mr. Spore has had several years' experience in the bicycle trade, and is thoroughly familiar with every detail of the business. The success attained by this store is a most excellent example of what can be secured by the most strict attention to the sale of one leading wheel. His trade in Ramblers has been sufficiently large to warrant the claim of perhaps the largest exclusive retail trade in the state, and the fact that the major portion of his

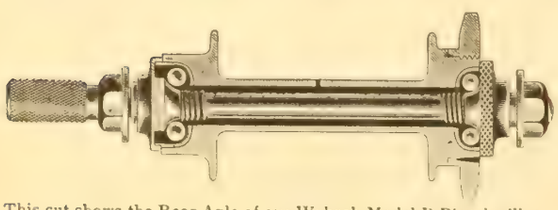
THE WABASH MODEL B 1895 BICYCLE, $75.00



EITHER LADY'S OR GENT'S.
A POPULAR WHEEL AT
A POPULAR PRICE.

...READ THIS...

This bicycle is made for us especially by a manufacturer who never made anything but a first-class bicycle. It is not, as the price may indicate, medium grade, but is high grade in material as well as weight. WE STAKE OUR REPUTATION ON THE TRUTH OF THIS STATEMENT.



This cut shows the Rear Axle of our Wabash Model B Bicycle, illustrating our method for procuring **Absolutely Dust-Proof Bearings.**

THORSEN & CASSADY COMPANY,

141-143 Wabash Ave., CHICAGO.

Special Discounts. Immediate Deliveries. Send for Catalogue A.

Mention The Bearings

business is conducted on a strictly cash basis makes the success of the venture all the more assured.

Houston also boasts of a store that perhaps carries one of the largest retail stocks in the state, Wilson, Eyers & Co. They are a new firm in the business, but from the start made themselves felt as a factor in the trade of southern Texas. This firm handles Falcons, Stearns, Syracuse, Sterlings, Western Wheel Works, and other leading wheels. The Stearns wheel is perhaps what might be considered their leader, if they really claim a leader, but the whole list is an all-star aggregation, and the constantly increasing number of riders in Houston should certainly be able to make a wise selection from the wheels handled by this store.

Wilson, Eyers & Co. will give a race meet May 23, 24, and 25 which will eclipse anything ever given in Houston, unless something unforeseen presents itself to mar the pleasure of the occasion. By the time this gets into print this race meet will be a matter of history, and it is to be hoped that the most sanguine expectations of the promoters will have been realized. So far the firm of Wilson, Eyers & Co. are highly pleased with the success of their bicycle business. Their sales have been large and their rent business most satisfactory.

EL SUD.

TEMPERING STEEL.

M. Charpy, the skillful manager of the tests at the Central Laboratory of the French Marine, has recently sent to the Societie d'Encouragement a remarkably interesting communication upon steel tempering. He at first recalls briefly the most important works relative to the question of tempering, and the results obtained by Tchernoff, Gore, Barrett, Pionchon, Le Chatelier, Osmond, and others. He has afterward shown the necessity of new experiments to clear up two points in particular: First, what relation is there between the physico-chemical phenomenon called "recalesence" and the variation of the mechanical properties of steel by tempering. Second, what importance does the disengagement of heat present, called by Mr. Osmond critical points a2 a3, which is produced in iron at temperatures near 745 and 860 degrees Centigrade (1,373 and 1,580 degrees Fahrenheit).

He described the tests made to clear up these two points. These tests include the mechanical study of different steels, tempered under various conditions, and to define them as precisely as possible. First, the metals employed. The metals studied were sixteen in number. They include: First, four Martin steels, containing respectively .11, .35, .45, .75 per cent of carbon. Second, twelve specially prepared steels for these tests at the factory of Saint Jacques, at Montlucon, with very pure materials and forming three groups. (a) Steel with carbon, Nos. 1, 2, 3, and 4, containing respectively, .09, .06, .37, and .65 per cent of carbon. (b) Extra mild steel, Nos. 5, 6, 7, and 8, containing nearly .12 per cent of carbon, and nearly 1 per cent each of chromium, manganese, nickel, and tungsten. (c) Steels with .45 per cent of carbon, containing nearly 1 per cent each of chromium, manganese, nickel, and tungsten. These metals had been carefully analyzed by the cooling method; for this a special apparatus was used, giving automatically, by a photographic register, the curves of heat and cold. Some projections have shown the arrangement of the apparatus as well as the examples of the curves obtained in the different cases.

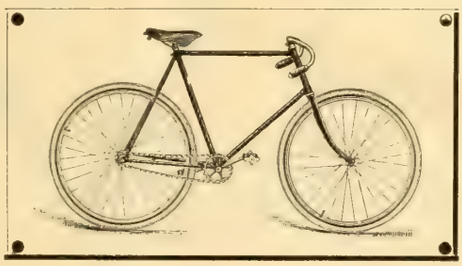
Some pieces were cut from the different metals and tempered in oil or water, after being heated at various temperatures by the means of a special oven. This oven was heated by the passage of an electric current through platinum wires, and had a rotative movement around its axis to heat all parts of the bar equally; the temperature was indicated by a Le Chatelier pyrometer, and the heat was kept constant by regulating the electric current with a rheostat. When the bar was at the desired temperature, the oven was stopped and the bar fell into the tempering bath.

The mechanical qualities of the different steels tempered were defined by means of traction tests, flexion and impact. The traction and flexion apparatus were furnished with registers, giving automatically a diagram of the test.

The impact apparatus was furnished with an arrangement which gave the angle of the bend after each impact.

Some projections showed the installation of the different apparatus for testing and samples of the representative diagrams. These apparatis have been applied to the study of the bars taken from the different kinds of steel tempered in oil or water, after heating for various lengths at temperatures varying between 600 and 1,000 degrees Centigrade. (The great number of figures resulting from these tests prohibits their being given here.) Some of the graphic curves interpret the series of tests, especially the influence of the temperature of the temper upon the breaking load of traction, the lengthening at traction, the load which determines by the flexion test, the angle of rupture at flexion, and the angle of the bend at the impact. The result of these tests is very simple: The variation of the mechanical properties are always produced, almost completely, in a restricted space around 700 degrees Centigrade. It happens particularly with extra mild steel in which the critical points, a2 and a3, are produced at a temperature of 745 and 860 degrees C. (1,373 and 1,580 degrees F.). The changes produced at these temperatures have no sensible influence upon the mechanical properties, which vary principally by reason of the change of the carbon by heating and tempering, which is produced at point a1.

A series of special experiments led them to consider the point a2, as



BE PATIENT . . .

A GOOD THING IS WORTH WAITING FOR.

The best proof that a thing is good is the demand there is for it. The public at large are not to be deceived, and when the demand for an article is so great that with the best efforts of the makers it can not be supplied promptly, you can rest assured that it has true merit, and is worth waiting for. Be patient, and do not go and buy some cheap bicycle that you can get at once because you have to wait a little for a Tribune. It will pay you to wait. The Tribune is a good thing and all the best riders are getting it. It is the only wheel that has the Cycloidal sprockets. Ask your scientific friend if any other form of sprocket is correct.

Be patient, every order will be carefully filled in its turn. We can not give any one preference.

SEND FOR CATALOGUE. THE BLACK MFG. CO., ERIE, PA.

corresponding to a change of the iron which is characterized by the presence or absence of a rectilinear portion of the diagrams of the mechanical tests. On the other hand, some tests due to M. Curie lead them to admit that the point a3 corresponds to a transformation that chiefly influences the magnetic properties of the metal.

For all the steels tested, tempering produces similar changes: Augmentation of the breaking load, diminution of the lengthening, increase of resistance to flexion and impact. These changes vary, notably, with the chemical composition of the metal and with the tempering bath, but in all cases they are nearly all produced in a narrow interval of temperature around 700 C. (1,292 F.). Generally it can be said, that if the metal is heated below 700 it may not be tempered, and that in heating it above 750 degrees or to 800 degrees there is nothing to be gained. This result is important from a practical point of view. It shows that the elementary phenomenon of temper is very simple, and that the difficulties to be overcome are caused chiefly by the size of the pieces to be tempered, when the changes are often incomplete.

RACING BOARD BULLETIN.

The suspensions placed upon Fred Taylor, Dallas, Tex., and C. H. Lush, Amityville, N. Y., have been removed.

George A. Phillips, Denver, Colo., and George E. Quinn, of Mobile, Ala., are suspended pending investigation into their Class A status

William DeCardy, Chicago, is transferred to Class B at his own request.

By vote of the Racing Board, special sanction to exceed $150 prize limit can be granted only to national circuit meets.

For violation of Clause F, Class A rules, Fred Rau, P. Skelton, H. VanHerik, and Ernst Ulbricht, of Chicago, are transferred to Class B.

Robert E. Glenn, Spokane, Wash., has been appointed handicapper for that state.

Hartford relinquishes her date on national circuit (September 2) and said date is claimed by the next applicant, the Consolidated Cycling Clubs, of Massachusetts, who will run their meet at Waltham; September 9 is assigned to Hartford Wheel Club, Hartford, Conn., for national circuit meet, they assuming risk of rain.

Peter Inglish, Will Byers, Frank Williams, D. Ingram, Lee Myers, of Bonham, Texas, are suspended, pending investigation into their amateur status.

Eugene McClellan, L. Crawford, Frank Sowell, D. White, L. Cleveland, J. Russell, Charles Sutton, Will Goodman, L. Kelton, John Foreman, Thomas Moore, H. Benson, all of Bonham, Texas, are suspended for thirty days from May 20, for competing at unsanctioned races. Yerk Taylor, of Bonham, Texas, for knowingly competing at unsanctioned race, is suspended from all track racing for one year from May 20.

Joseph Quigley, T. Bonniwell, James Gallagher, and Frank Mullin, of Philadelphia, Pa.; Phillips Blagden, Herman White Fifer, and R. W. Dunbar, of Williamstown, Mass.; W. N. Eckstein, Will McCullough and George Deitrick, of Lawrenceburg, Ind.; Hubert Hays, of Elizabethtown, Ohio; A. Mott and H. K. Marvill, Philadelphia, Pa., are suspended for thirty days from May 23 for competing at unsanctioned races.

Aside from the members of the National Racing Board, who may be considered as ex-officio official referees, the referees for national circuit meets, so far appointed are: A. O. Knight, of Massachusetts; Isaac B. Potter, and F. P. Prial, of New York; R. F. Kelsey, of Connecticut; H. J. Alvord, Missouri; Colie Bell, Minnesota; B. J. Balliet and F. H. Chapman, Ohio; Fred Patee, Indiana.

GEO. D. GIDEON.

TRADE NOTES.

H. E. Maslin, of E. C. Stearns & Co., is in Chicago this week to witness the road race.

The Syracuse quadruplet weighs 65 pounds, has 28-inch wheels, 24-inch frame, and has a 4½-inch tread. It is very stiff, the truss frame being of unique and tasty design.

Copies of the photographs taken by Harvey Pound of the clubs participating in the union run can be purchased of Izard & Douglas, 211-213 Wabash Avenue, for 25 cents.

The South Park commissioners, of Chicago, have decided to spend $40,000 in improving Michigan Avenue from Jackson Street to 35th Street. At the present time the boulevard is worse than a country road.

Herbert J. Winn, of Rochester, N. Y., writes THE BEARINGS that he is not the person referred to in our issue of May 17. The H. J. Winn spoken of in that number hails from Chicago, his full name being Harry J. Winn.

L. S. Dow, manager of the sales department of the Pope Mfg. Co., is at the present time engaged in a three weeks' trip in the west in the interests of the company, during which time he will visit all the Columbia branch houses and the principal agencies on his route.

F. S. Dickinson has left the Munger Cycle Mfg. Co. to go with the Schleuter Cycle Mfg. Co., of Cincinnati, maker of Norwood bicycles. "Dick" speaks in glowing terms of the prospects of the Norwood and feels sure that it is a winner. The company's advertisement this week is interesting.

Oshkosh has something novel in the bicycle line. The other day a well-dressed young woman came down a fashionable street on her wheel, pushing before her a neat rubber-tired baby carriage, in which a youngster was sitting smiling at the curious combination. The name of the matron could not be learned.

Frederick W. Burns, of the Varuna Boat Club, has asked Vice-President Frank Thomson, of the Pennsylvania Railroad, to allow Charley Murphy to try to ride a mile in one minute on one of the divisions of the Pennsylvania Railroad, allowing a locomotive to pace him. It is Murphy's idea to lay a board track between the rails.

H. D. McIlrath, the globe girdler, telegraphs the Chicago *Inter Ocean* that Ed Krueger rode five miles over a straightaway course in 10:06. The start was made at Hot Springs, and the finish in Buena Vista. The road has the same grade as the one at Denver upon which Wahl made his fifty-mile ride. Krueger rode a 26-pound Fowler.

PEERLESS

RIDERS MAKE THE RECORDS!
AGENTS MAKE THE PROFITS!
WRITE US AND FIND OUT WHY.

TRADE MARK



E. A. McDuffee Won First Time Prize

In the Great LINSCOTT ROAD RACE, May 4, in 1:12:08,
and this is the wheel he did it on—

THE PEERLESS BLUEBIRD LIGHT ROADSTER!





THE PEERLESS MFG. CO.

CLEVELAND, OHIO.

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XI

No. 19

CHICAGO, JUNE 7, 1895.

WILL RUN ANOTHER RACE.

Judges are Unable to Decide on the Time Winners of the Chicago —The Fast Men will Run it off.

The officials of the Chicago road race held an animated meeting last Monday evening to revise the list of winners in the Chicago road race. The meeting lasted till after midnight, and even then the officials had not satisfied themselves that they had arrived at the correct results. It soon became plain that a number of the riders had cut the course. It was also plain that the checkers at Evanston had not performed their duties properly, either through carelessness or through inability to get the numbers of the men as rapidly as they passed, probably the latter. It was finally decided to throw all men out of the race whose numbers did not appear on at least two Evanston checking lists, there being five altogether.

The First Man to Suffer

was Charles Bush, whose name did not appear on any of the Evanston lists. Bush held ninth place on the first list. Fred Barrett, of the Lincolns, who had twelfth place, was treated in the same fashion, as were Charles Johnson, of the Lake Views, who had twenty-first place, and Fred Rau who had twenty-third place and second time. Then followed the disqualification of Charles Anderson, of the Æolus, who had twenty-eighth place; John M. Arens, R. R. Ropp, and V. M. Ollier, of the Lake Views; C. G. Sinsabaugh, of the Chicagos; J. B. Woollas, of the Thistles, who had been credited with fourth best time; C. F. Blake, of the Illinois; J. H. Schroeder and A. H. Rich, of the Chicagos; C. S. Hardy, of the Illinois; C. T. Boyschou, of the Thistles; Charles W. Dameier, of the South Sides; William Thompson, of the Thistles; W. A. Thompson, Tracy Holmes, and C. V. Dasey, of the Chicagos; J. J. Bezenek, of the Thistles; J. T. Swarthout, of the Lincolns; J. B. Bowler and Harry Jacques, of the Thistles, and L. F. Flausberg, of Kalamazoo, Mich.

The Case of Fred Stobbard,

who claimed first place, was quickly disposed of. Three of the judges caught him in seventy-fifth place, and there was evidence to hand to show that it was not he who finished just ahead of Fairmon, as he claimed he did. The fact that the man finishing in that position was E. W. Fry, of Milwaukee, was clearly shown. The latter wore no number, and was not checked at Evanston. J. M. Dvorak also claimed that place, but it was soon shown that he did not cover the course, and his claim was not allowed. E. M. Spike made a claim for a better place than he was given on the first list, but his claim was not allowed, and he was kept in the position he originally occupied.

Frank Osmun sent in

A Huge Batch of Affidavits

showing that he had finished well up, but the affidavits were not considered. The judges made up their minds that they had mistaken T. L. Bird, of St. Paul, for Osmun, and substituted the latter in Bird's place, sixty-fifth on the original list. They then started to figure out the time prize winners whom they decided were found in E. M. Spike, William De Cardy, and William Bainbridge, in the order named.

At this juncture a number of daily newspaper reporters, who had been impatiently waiting for the results, rushed off with this report. The question of the affidavits presented by Osmun was then considered, and the judges determined to leave the matter undecided until the following day. Tuesday noon they met again, and after going over the affidavits decided that

The Winners of Time Prizes Could Not be Determined

fairly on any evidence that could be obtained, and resolved to run a supplementary race to settle on the time winners, and in accordance with this decision sent out the following notice:

Owing to the confusion due to the starting in the Chicago road race of May 30, the judges are unable to decide who are, or to properly place, the winners of time prizes. The referee and judges, therefore, deem it advisable for the best interests of the sport to run a supplementary race to settle the matter of time winners, and under the following conditions:

Each club to select 25 per cent of its members who were original competitors and participated in the race May 30. The men to be placed on same marks as regards handicaps. The race to be straightaway on a twenty-mile course on the North Side, and to be run Saturday afternoon, June 15.

Under the above conditions the original time prizes of the value of $240 for first, $100 for second, and $60 for third, will be competed for. Additional place prizes, value $50 for first, $35 for second, and $15 for third, will be offered by Messrs. Morgan & Wright.

The course of the race has not been definitely settled on as yet. It was found impossible to secure a permit to finish in Lincoln Park, and the race will probably be started at Highland Park and finish at some point in Edgewater, the distance being an exact twenty miles.

The Revised Place List.

PO.	NAME.	CLUB.	HDCP.	TIME.
1	Homer Fairmon	Chicago C. C	5:45	54:36
2	Walter W. Rosback	Eng. W	10:00	59:15
3	W. D. Hoffman	Eng. W	5:45	55:04
4	Edw. Hammett	Wheaton, Ill	5:20	54:40
5	Alva McLain	Aurora, Ill	5:45	55:06
6	Frank Hoberling	Thistle C. C	5:45	55:07
7	Henry Frosch	Eng. W	6:00	55:23
8	W. C. Titley	Æolus C. C	7:30	56:58
9	Stephen A. Hogan	Eng. W	6:15	55:46
10	Anton Stolz	Milwaukee, Wis	5:00	54:51
11	Frank S. Hovey	Chicago C. C	5:00	54:53
12	John Hamburg	L. V. C. C	6:15	56:08
13	Fred Lund	Thistle C. C	5:45	55:38
14	Al Flack	Columbia W	7:30	57:23
15	Jos. Loeb	Overland C. C	6:30	56:23
16	R. Howard	Eng. W	6:00	55:53
17	I. C. Walker	Monarch C. C	5:00	54:53
18	Sigmund Mayer	L. V. C. C	7:30	57:23
19	Fred Rau	M. & W. C. C	1:30	52:23
20	Hiram Streeter	Thistle C. C	10:00	59:53
21	W. E. Nieman	Æolus C. C	7:30	57:26
22	L. E. Lange	Ill. C. C	5:20	55:21
23	J. N. Hudson	Lincoln C. C	6:15	56:16
24	Geo. Badenoch	Eng. W	6:00	56:05
25	D. S. Gillespie	Thistle C. C	5:45	55:58
26	R. D. Oilar	Eng. W	7:30	57:45
27	T. J. Kelsey	Clarendon W	5:00	55:17
28	Samuel C. Cox	Lincoln C. C	4:50	55:08
29	Chas. Arndt	Monarch C. C	5:00	55:19
30	Fred Bartels	Thistle C. C	5:20	56:45

PECK PAYS HIS RESPECTS TO SHERIDAN.

EDITOR THE BEARINGS: In an issue of a daily there appeared an article in which I was quoted by Referee Sheridan, of the late road race fizzle, as having stated that in an interview with me I had admitted to him that the terrific pace set by Bainbridge and De Cardy had killed me. For the information of Referee Sheridan and the public I will say that I had not then had the great honor of meeting the now famous Referee Sheridan. This sage Sheridan's opinion, who, in addition to his duties at the finish of this Sheridan scramble was, I presume, following his heroes—Bainbridge and De Cardy—in a balloon over the course, is on a par with this ably managed Thistle Cycling Club scandal. I followed the terrific pace of Bainbridge and De Cardy for about seven miles with great ease, until I was run into and knocked down by a "gentleman" from the Thistle Cycling Club, who, I was informed by eye witnesses, was stationed there for that purpose. My namesake, A. P. Peck, of the Lincoln Cycling Club, was mistaken for me by some of the Thistle Cycling Club sentinels, and as a result has now a broken collar bone, and will be laid up for several weeks. He was run into accidentally, of course, by a member of this club.

Yours sincerely,

CHICAGO, June 3, 1895. C. H. PECK.

[Sheridan denies having made the statements attributed to him, and lays the onus on G. G. Greenburg.—ED.]

The Relay Starts.

The relay ride between Chicago and New York started from the Pullman Building, Chicago, promptly at 9 a. m. Wednesday. There was a small crowd at the start, barely fifty people being there to see H. R. Winship and John Larson, the "terrible Swede," start for Grand Crossing, eight miles out. Winship took the pace at the start, and the two disappeared up Michigan Avenue, followed by the feeble cheers of the assembled fifty.

Miss Gyda Stevenson, a teacher in one of Chicago's public schools, surprised her pupils last week by coming to school in her bloomers. She wore them throughout the session. Strange to say the principal of the school declared in favor of the dress, and said he wished that more of the teachers would wear them. If this is kept up we will yet see every school with a large wheel room, with all of the teachers and scholars in bicycle costume. Let the good work go on.

ZIM WILL NOT RACE JOHNSON.

The "Skeeter" Says he has Other Plans that will not Allow it—Boston News.

BOSTON, MASS., June 1.—Well, here is another month, and the season is fairly on, with the annual meet of the division over and the first date at Waltham a thing of the past. The general verdict is that it was the very best meet that has been held there. Twenty-three events were run off in just exactly three hours, and every event was worth seeing. Zimmerman caught the crowd by beating the tandem, and the mile tandem handicap was a good event. But the world's record competition, pulled along by Mayo and Saunders, was the event of the day, and the two boys have put another feather in their cap. They did a good job and they are being complimented on every hand.

There was quite a gathering of notabilities in the press box. Measure, of the Union company, sat with E. C. Stearns and beside them sat Bowen, jollying everybody. Across the aisle sat Tom Eck. Tom was in Waltham for the purpose of seeing Zimmerman and making a match for Johnson with him. But he did not succeed.

Zimmerman's Plans.

Zimmerman said, when asked if he would ride such an event, "You can say to THE BEARINGS that I have decided not to engage in any match races this summer. Such an undertaking would interfere greatly with my plans. Besides, I do not care to go into strict training again for some time."

"But don't you think," was asked, "it would be of pecuniary advantage to you to meet Johnson? The racing world would pay big money to see you meet Johnson in a match race."

"There is no doubt about such a match drawing well here," he answered. "I know of several Canadian clubs which would pay well to have such a match decided on their tracks. Toronto has already come forward with an offer of $1,000. But that is not the point. Before Johnson became a professional I was offered $3,000 to go to Paris again this summer and race with the big men there. My previous decision, however, decided me in refusing. I shall not meet Johnson for the present, surely. I shall stick to my decision and keep in condition to do exhibition miles and that is all. My plans for the future? I shall stay in America for the best part of the summer.

"Some Time in August I Shall Sail for Australia,

go into strict training, and when the antipodean racing season opens follow the circuit. I have already made arrangements to appear in sixteen different cities and towns. I shall go into the open events and do all I can, and ride exhibition miles also."

Zimmerman and his exceedingly pretty wife have been the idols of Boston for a week now. Beginning Monday evening, they attended some theater every evening as guests of the A. C. C. tournament committee. They attracted a great deal of attention everywhere, and were invariably applauded when they entered their box.

While Eck was in Waltham, he completed arrangements for Johnson's training there. Johnson will come there some time next week. Eck says that he will not go to Europe, as everybody has said he would. Eck says that both of them have new evidence to present to the Racing Board, and he is sure that the sentence will be removed from them both.

A Muddle Over Dates.

The Consolidated Cycling Clubs have secured the national circuit sanction for September 2, and will run a card of races at Waltham on that date. This simple statement contains quite a story and an interesting one at that.

Some time in the late winter the Press Cycling Club announced that it would run two race meets this summer, June 17 and September 2. No mention of any track was made in either date, but it was taken for granted that the events would be held at the Waltham course. But when the building of the new Boston track was announced, it transpired that the Press men had made arrangements to hold their meet there and open the track. It then became apparent that the new track could not be gotten ready for the date and negotiations were opened with Manager Bradstreet, of the Waltham track, for his course. They were closed.

Right at this point, it becomes necessary to state that the C. C. C. of Boston had applied for a sanction to run a race meet on the Waltham track September 2, and had been refused, or held off pending Press Club action. Now it seems that the Press Club had not applied for a national circuit sanction for that date, whereas the C. C. C. had. But Chairman Gideon had awarded the national circuit date to Hartford, which city

Has Held Successful and Good Races

from time immemorial on that holiday. At this stage of the game the matter stood therefore as follows: Press Club, a sanction for races September; C. C. C., no sanction for any races; Hartford Wheel Club, national circuit sanction for September 2.

Meanwhile the Press men had made no announcement whatever as to where they were going to hold their September 2 meet. Again it was supposed that the new track would be done. At this point Hartford threw up its national sanction and withdrew from running any races on that day at all. Now the C. C. C. had applied for a national circuit sanction and the P. C. C. had not. Gideon immediately wired Robinson, in charge of this district, asking if the C. C. C. still wanted the national circuit date. He was answered that they did. Therefore the national circuit sanction was awarded them for Waltham, September 2. This necessarily canceled the sanction of the P. C. C., which was not a national circuit sanction at all, and forbids them from running races within fifty miles of Waltham on that date.

So there we are. The P. C. C. does not know exactly what to do. There is talk of having the new track done for them by that time and running a professional meet.



L. H. BLISS,
THE 487-POUND LIMIT MAN IN THE CHICAGO ROAD RACE, ON A 24-POUND AMERICA.

BISONS REPRESENTED.

JAMESTOWN, N. Y., June 3.—One thousand people attended the meet of the Pendergast Wheelmen at Marvin Park on Decoration Day. Buffalo was represented by C. H. Werrick, C. W. Davis, W. E. De Temple, and B. Brinkworth. Werrick was entered in four races, but pulled out after trying for honors in the half-mile handicap. He was the only scratch man.

Summaries.

One-mile novice.—C. W. Davis, first; Roy Smith, second; C. A. Olson, third. Time, 2:43.

Half-mile handicap.—Walter Van Vleck, 70 yards, first; L. L. Miner, 70 yards, second; G. W. Knox, 65 yards, third. Time, 1:40½.

One-mile handicap.—W. E. De Temple, 40 yards, first; Walter Van Vleck, 140 yards, second; L. L. Miner, 150 yards, third. Time, 2:25.

Two-mile handicap.—W. A. McBride, 190 yards, first; L. L. Miner, 250 yards, second; W. E. De Temple, 80 yards, third. Time, 5:20¾.

Five-mile handicap.—G. W. Knox, 450 yards, first; Roy Smith, 400 yards, second; C. W. Davis, 425 yards, third; W. H. McBride, 350 yards, fourth; F. A. Keller, 300 yards, fifth.

FENTON DEFEATS JENSEN.

SALT LAKE CITY, UTAH, May 31.—Jensen, the invincible time winner of Utah's road races, has been defeated, and T. D. Fenton, a new rider of this season, stands today at the head of the road racers of this section. Jensen has heretofore won time prize in every race in which he started, and it was generally conceded that he would carry off time prize in the Salt Lake Cycle Co.'s fifteen-mile handicap race yesterday. On account of his undoubted speed abilities on the road the handicaps were liberal, the limit being twelve minutes, and the nearest men to Jensen (who was placed on scratch) were on a four-minute mark. T. D. Fenton was one of these four-minute men, and he not only succeeded in passing every man in the race, coming in first, but won time prize in 49:40, beating Jensen's time by thirty-five seconds. He also wins the special $90 time prize offered for the best time made by a novice rider, his total winnings amounting to $315.

Fenton Scoops in Another Time Prize.

The race took place in the forenoon, and in the afternoon Fenton went up to Ogden and captured time prize in the ten-mile road race of the Wasatch Club. D. Soffe, with a 7:30 handicap, won second, coming in with one pedal. Jensen won second time and thirteenth place. The race was a big success, and was viewed from the observation train by 500 people. Thousands witnessed the start and finish, and lined the course from end to end.

HOW HOUBEN WON.

It Was only by the Hardest Kind of Work that the Belgian Beat Banker—Michael's Performance.

PARIS, May 24.—Yesterday, at the Velodrome de la Seine, Houben won the title of "champion sprinter of Europe" by defeating George A. Banker, the Pittsburg flier, in a "best two out of three" match. If the four matches Houben won during the winter appeared rather hollow affairs owing to the difference of class between the Belgian crack and his opponents, it can not be said that such was the case yesterday.

The Belgian's victory was not an easy one, and to get the advantage over his American rival he had to ride himself out to the very limit of his powers. All the energy and strength he could command went into that killing sprint of his.

The weather was fine, but the atmosphere was hot and muggy. The attendance was large, numbering at least 8,000 people.

Houben Won the First Heat

by about half a wheel, but Banker turned the tables on his rival in the second essay, and the margin was small, being but a few inches.

The final was looked forward to with more than usual interest owing to the close finishes in the other heats and excitement was at fever height when the two men started off on their last journey. Neither would pace and every now and then they came to a standstill. The ringing of the bell for the last lap did not alter matters and they continued to crawl round until the last bank was approached, when both went up to the top rails and waited for each other to dash down. Not until they got down into the homestretch did the struggle begin, when Houben put down his shoulders and went off at a terrible clip. Banker, however, was with him, and as the men flew by the post an immense cry rent the air, "Banker!" "Banker!"

The judge's verdict, however, was, Houben first by an *inch or two!*

The Belgian was so

Sure That His Opponent Had Won

that he congratulated him on his success as they rode down the backstretch together, and was quite surprised when told that *he* was the winner.

Wheeler made his debut the same afternoon in the 2,000-meter scratch race, but was defeated by Maurice Farman. Edwards, the English crack, had also to lower colors before little Muringer, who lead him very cleverly on the post.

In the final Muringer, Edwards, Lumsden, and Maurice Farman faced the starter, Edwards as fastest second. The finish was a very close one, M. Farman preceding Edwards by barely half a wheel, and Muringer a good third.

The scratch race of 10,000 meters, with pacemakers, went to Tom Linton, who rode a magnificent race, lapping all his opponents, and covering the ten kilometers in 13:28⅘, just outside Barden's new record for that distance. Maurice Farman, Muringer, Alderton, and Harry Wheeler

Could Not Hold the Terrific Pace

in this race, and were all run off their legs before a kilometer had been covered.

Barden won the principal race at the Velodrome de l'Est, and Verheyen, the German rider, had things all his own way at Dijon, winning all the races in which he competed.

Rollin defeated Louvet in a match at Lyons, winning the first two heats.

Fournier and "Billy" Martin, of Detroit, raced at Augers. Fournier was again defeated by Morin in three races, and "Billy" only managed to get a third place in the international race, in which fifteen riders started.

Wonderful Performance of Michael.

PARIS, May 23.—Last Sunday's race meetings at the Buffalo and Est velodromes were the most interesting which have been witnessed this season. The attendance at the two tracks was not perhaps as large as usual, but this was simply owing to the wretched state of the weather, which kept a great many people indoors. A dull gray sky with a piercing cold wind were not altogether conducive to the enjoyment of outdoor sports.

At the Buffalo track, Michael, the little English wonder, secured the 100-mile race winning from Huret, by eight laps, in the extraordinary time of 4:02:45⅘, which beats the world's record for that distance by nearly twelve minutes. Twelve triplets, all belonging to the Gladiator firm for whom Michael rides, and seven tandems did the pacing, and kept it warm from first to last. It is probable that such terrific going has never been witnessed before on any track in the world.

The staying powers of little Michael, who is barely eighteen years old, were simply marvelous.

Huret was Run off his Legs

at the start, losing a lap before eight kilometers had been covered. The starters in the race, besides Michael and Huret, included Lesna, Tom Linton, Lewis, Soibud, Marius, The, Duanip, and Arto.

The start was given at 2:14 and Tom Linton immediately rushed to the front gaining half a lap on his opponents. Michael, however, gradually caught up to him and at the end of the first hour the two Englishmen were leading with a lap on the field. After half the race was over Tom Linton began to show signs of fatigue and quit shortly afterward. At the 110th kilometer Michael changed machines, which allowed Huret to better his position by a lap.

From that point the race lost a good deal of its interest as Huret no longer attempted to gain ground, or even to keep up with the Englishman. The following table shows the records broken:

KILOMETERS.	MICHAEL'S TIME.	PREVIOUS RECORDS.	HELD BY
110	2:41:10	2:50:02⅘	A. Linton
120	2:57:21⅕	3:05:18⅘	A. Linton
130	3:13:24⅕	3:23:19	A. Linton
140	3:29:48⅖	3:40:02⅘	A. Linton
150	3:45:41⅕	3:57.44	A. Linton
160	4:01:20⅕	4:13:12⅗	A. Linton
100 miles	4:02:45⅘	4:14:39⅖	A. Linton

Michael is undoubtedly the most interesting figure at present in the Paris cycling world. He was generally admitted to be

One of the Best Middle-Distance Men in France,

but considering his youth 100 miles appeared to be too long a distance for him, and nobody ever dreamed that he would display such splendid powers of endurance. Huret's defeat was a surprise, and can not well be explained. He had been tipped by all the newspapers as the probable winner. He says it was due to a want of preparation, which is perhaps true, although it may be said that a man who rides 100 miles in a little over four hours is in pretty good form.

The "Syndicat des Coureurs" held their first race meeting of the season last Sunday at the Velodrome de l'Est, where all the best sprinters, and those who think they can sprint, assembled. The great event of the day was the meeting of the two cracks Houben and Banker. Victory again remained with the Belgian sprinter. The final of the scratch race brought out Banker, Houben, and Gougoltz. Houben had the lead at the last lap with Banker in second position. The struggle between these two in the homestretch was very exciting, and as the two men flashed by the judges' stand the Belgian

Had Less Than a Wheel the Advantage.

Banker attributes his defeat partly to the fact that he ran wide on the last corner, thereby losing fully a length and a half, which, owing to the smallness of the track—a five-lap one—he found impossible to make up in time. The raw weather also inconvenienced him a good deal. George declares his legs won't go at all when the weather is cold.

The French consider that the contest was a fair one, and say there is no denying the fact that the best man won. The Houben-Banker match when it comes off will settle that question, and will decide which of the two men, the American or the Belgian, may lay claim to the much envied title of "best sprinter in Europe."

Dumond and Louvet, two champions of France, made their reappearance on the track at this meeting in the 1,400-meter handicap, but failed to score in their heats.

Fournier and Verheyen, the great German rider, journeyed down to Rennes to compete in Sunday's grand international race, which was considered a sure thing for the Frenchman. There's many a slip between cup and lip, however, and Morin, who has been riding extremely well of late, surprised the talent by defeating the two cracks and

Winning all the Other Events.

Fournier is looked up to by many as being the only man in France likely to make a fair standing against the foreign contingent, and his failure to score at Rennes has stirred up quite a sensation in Paris cycling circles. However, the season is yet young and he will have plenty of opportunities to wipe out his defeat and prove that he is the grand sprinter his friends hold him to be.

The Omnium Club gave a very interesting race meeting last Tuesday at the Buffalo track. Entrance was obtained by invitation cards alone. The attendance was large and extremely select, comprising nearly all the notabilities of the Paris social world and a host of pretty women.

G. Menier, of chocolate fame, was starter and the Prince de Sagan, Duc de Luynes, and Duc de Brissac acted as judge, timekeeper, and lapmarker.

G. Huillier won the 1,000-meter scratch race reserved to members of the club and T. Marchand, a French amateur who resides in Italy, put up a splendid ride on the 2,000-meter race for amateurs, defeating the two cracks, Dunwody and Clarke, and covering the last lap in :23⅘.

A tandem race for professionals went to Edwards-Barden, who rode together for the first time. Edwards replaced Wheeler, who had had a nasty fall that morning while training.

Edwards and Barden now issue a challenge to race against any tandem team in the world for any distance from one to fifty kilometers.

The sixth annual Poorman road race will be run from Hamilton, Ohio, to Carthage, Ohio (a distance of fifteen miles over one of the best turnpikes in the country), July 4. The race will start from Hamilton at 9:30 sharp. A train will be in waiting for persons desiring to see both the start and finish of this race. Fifty prizes are offered. Entry blanks may be had at this office.

The Sterling Cycle Works is sending out a handsomely lithographed calendar with a bunch of L. A. W. applications attached. This is done at the suggestion of many chief consuls and Mr. Raymond thinks that it will be the means of adding many new names to Abbot Bassett's book.

The South Side Cycling Club, of Chicago, has secured Washington Park track for July 4, and will give a large meet, providing that a sanction is secured.

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GEO. K. BARRETT, EDITOR.

THE ROAD RACE TRAVESTY.

If we are to believe with Pope that "to err is human, to forgive divine," then we must conclude that the officials of the Chicago road race are very, very human, and some of the contestants far, far from divine. What the contestants say about the officials is more forcible than elegant, and will not bear the light of print. Riders who were not checked twice at Evanston were disqualified. Some of the disqualified men were checked once, and some not at all; some rode the course and some did not. According to one list C. H. Peck rode through Evanston, while every one knows that he was run down long before he got that far, and quit riding. In more than one case a checker had the same man down as going through Evanston twice, a rather foolish performance for a man who had hopes of winning a race. Bainbridge and De Cardy, according to the checkers, passed through Evanston in sixty-fifth and sixty-sixth positions, and yet the judges caught them far lower down the list. Possibly they loafed on the way in. C. V. Dasey, Tracy Holmes, and other men of equal standing were not seen by the checkers, and were thrown out of the list of finishers by the judges as not having covered the course. It is strange that men of this class if they were going to cheat should not have been able to cut the course enough to get within the first seventy finishers. They will probably know better next time. Some of the men who were checked at Evanston and at the finish and were given places were foolish enough to declare that they did not ride the course, and honest enough to say that they did not want the places assigned them. Notary publics did a thriving business in acknowledging affidavits of men who saw riders cut the course, and of others who saw riders pass through Evanston, but the checkers' evidence was considered so good that it was thought unnecessary to consider these affidavits. Many people saw Frank Osmun finish well up in front, and swore to the fact, and yet the judges, who were unable to see him at all, made up their minds that he must have finished where they thought T. L. Bird did on the day of the race.

No very severe criticism can be made on the judges for their failure to catch all the finishers accurately, but they are to be criticised for failing to give the sworn evidence presented full consideration. They made a happy move and the very best that could be made when they finally gave up all attempts to unravel the tangle over the prize winners and decided to run the race over.

It is an assured fact that some men, than whom there are none more honest in cycling, have been grossly slandered by having been accused of cutting the course, on the negative evidence of men who have shown themselves to be utterly unreliable in the matter of checking, and it is more than likely that men have been given places in the race who are not entitled to them.

MATCH RACES.

John S. Johnson, the new professional star, has challenged Arthur A. Zimmerman, champion of the world, to a series of races to decide the "championship of the world," as Eck puts it, and the mighty man from Manasquan has positively refused to meet the sturdy Swede. No one can accuse Arthur Augustus of cowardice; he is not afraid to race any man living and no one knows it better than Eck. But Brother-in-Law McDermott has willed it otherwise and Zim will have to hear the taunts of his enemies that he is afraid to meet Johnny. But Zim has shown that he is not. Earlier in the season, before the "Skeeter" had completed his plans for the season, he announced his willingness to meet Johnson, but John S. was tied up by the courts and could not toe the mark. Then Zim made other arrangements. Now Eck comes forward and wants a race and evidently feels hurt because Zim will not give up his Australian trip to meet Johnson.

Zim could not get himself fit for such a race in a week. To beat Johnson he would have to make those steam-engine legs of his revolve faster than they have ever done before, for the Johnson of today is not the strippling of '93, who was compelled to swallow dust from the champion's rear wheel. He is a much faster man and is now a foeman worthy of Zim's steel, while the champion has evidently seen his best days. But if Brother-in-Law McDermott would allow it Zim would knock the chip off Johnson's shoulder so quick that Eck would not know "where he is at."

But all this talk about match races makes us weary. It is too much on the pugilistic order. We do not care to hear of match races and claiming of championships in thirty days. The line ought to be drawn somewhere, and it ought to be drawn so as to eliminate these disagreeable features. If the crackajacks want to race, let them get out and ride like racing men. The great American public does not care to witness racing of the hippodrome order, and the sooner the racing men realize this the better it will be for them.

What we want to see is real racing; not a lot of blow and bluster, a loaf to the last quarter between two stars, and then a short dash for home.

FOR A STRAIGHTAWAY COURSE.

"If the men who cut the course had only been professionals, what a scandal there would have been," said a well-informed cyclist in discussing the Chicago road race. "There are just as many crooked men among amateurs as there are among professionals. The only way to make them ride fairly is to make crookedness impossible, and in the case of a race of such magnitude as the Chicago, the way is to run it over a straightaway course."

These sentiments are those of almost every one of intelligence whom we have heard discuss the question. Start the men on a straight road to a given point, and the best man will, bar accidents, be the one who will get there soonest. The North Side course presents so many opportunities for the dishonest rider to cut off distance that even those who were the stanchest supporters of that course are now ready and willing to admit that for the sake of an honest and successful race the course should be changed. On the old Pullman course there was an occasional protest by a man who claimed to have been fouled, but no one was ever accused of cutting the course, for the very obvious reason that the shortest road to Pullman was the one over which the race was run. From the present drift of sentiment another year will see the race again run over the old Pullman course.

GEO. L. EMERSON.

Geo. L. Emerson, who was disqualified in the Chicago road race from second position and first time, is either the greatest hypocrite or the worst abused man in cycling today. He has been accused of cutting the course, and then claiming the time prize. He is a good rider and one who would not have exceeded his former performances very much by honestly winning time. He has always borne an excellent reputation, and those who know him best are hardest to convince that he did not win and win fairly. On the other hand, affidavit after affidavit has been filed by men who swore that they saw him cut the course, but he has been able to find men to swear that they saw him pass through Evanston. The generality of wheelmen now believe him guilty of one of the scurviest tricks ever known in racing. On Saturday, June 15, he will be given a chance to show whether or not he is able to ride the course as fast as he claims to have done. He will be in the same company and the cycling world looks to see him start and vindicate himself if he can.

FRY WANTS TO RACE FAIRMON.

MILWAUKEE, WIS., June 4.—E. W. Fry, a member of the Badger Wheelmen of this city, has issued a challenge to ride over the Chicago road race course with H. Fairmon and F. Stobbard—the former having been awarded first place in the Decoration Day race and the latter claiming to have been the second man to finish. Fry says he is ready to run the race at any time the judges may decide. Fry finished directly after Dvorak, but as he wore no number he was debarred from a place.

Memorial Day events in this state were seriously interfered with on account of rain. In this city a large parade of wheelmen and wheelwomen had been planned. The riders were to march through the streets and then go to the Soldiers' Home, where a banquet was to have been served. All was in readiness when it began to pour, and the 1,000 cyclists who were on hand at the Court House Square dispersed in all directions and sought shelter.

It was Decided to Postpone the Parade,

but some of the wheelmen were bound to be in the line of march and joined

the militia, which held a short parade after the shower. The silk banner which Chief Consul Morrison offered to the club having the largest number of men in line was awarded to the North Side Club. The committee having charge of the parade has been reappointed and has decided to hold the parade directly after the finish of the Waukesha road race on July 4. This parade will be larger than ever, and it is expected that several thousand riders will be in line.

The Green Bay-Fond du Lac relay race was run on Decoration Day under favorable circumstances, and was a success. The riders finished four minutes ahead of the scheduled time, which, considering the poor roads that they had to contend with, is believed to be good time. The distance was seventy-two miles. The message was handed Green Bay riders at the mayor's office at 8 o'clock, and was carried to Kaukauna, where it was handed to Kaukauna riders, who carried it on to Appleton and delivered it to Appleton men. The latter brought it to Neenah, from whence it was taken to Oshkosh.

The Oshkosh Riders Flunked and Lost Time.

Fond du Lac wheelmen were on hand, however, and carried it on to the end of the course. The time made was 4:44:00.

The twelve-mile road race of the Wausau Wheelmen was run last Thursday in a driving rain. The race was over a six-mile course and return. Carl Krueger finished first in 53:09, but he has been protested because it is claimed that he was paced by outsiders. William Schroeder finished second, his time being 49:37, which was also the best time made in the race. Walter Miller came in third, his time being 53:10. Several accidents happened on the road, and a number of disabled wheels resulted on account of the poor roads. Schroeder tried to run down a barb-wire fence and was badly hurt. There was heavy betting on the race, and a number of bookmakers have protested Krueger, who was a 6 to 1 man.

The Memorial Day road race of the Menominee Club was run after a heavy storm, and the course was in such condition that it was impossible to make fast time. The race was won by Klagstadt, of Marinette, in thirty minutes, Strutrel, of Menominee, finishing second. Chandler, of Waupaca, would have won the race, but when within thirty feet of the finish he fell and failed to secure a place. Keester and Meyers, two scratch men, fell and were badly hurt.

Green Bay Is Booming.

Recently the riders there organized a club, but now it has been found necessary to form a second organization, which has been named the Pastime Club, the officers of which are as follows: President, C. Rust; vice-president, A. Fontain; secretary, W. Bates; treasurer, L. Engel; captain, F. Schilling; color bearer, L. Daggett. The ladies of Green Bay are also talking of organizing.

Chief Consul A. Cressy Morrison, Secretary-Treasurer M. C. Rotier, and Secretary Otto Dorner, the latter of the Wisconsin league for good roads, on last Friday went to Oshkosh and organized a bicycle club there with a membership of 100. Numerous unsuccessful efforts had been made there to establish a club, but it remained for the division officers to complete the work. The following officers were elected: President, Superintendent of Schools Halsey; vice-president, L. P. Allen; secretary-treasurer, George Sanders. At the suggestion of the division officers the club decided that all members must become members of the L. A. W. before they can be eligible to club membership.

The police have captured a clever young bicycle thief, who it is believed is responsible for a number of wheels disappearing in this city. It has been positively learned that he stole two wheels and others may have been taken. He is a negro, sixteen years of age, and says his name is William Comers.

EL PASO'S MEET.

El Paso, Tex., June 2.—The El Paso Cycle Track Association held a most successful race meet on Decoration Day. The attendance was about 1,500 or more. Cycling is fast taking such a hold here that future meets are assured success financially. Improvements will be made to the track until it is the equal, in point of drainage, etc., to Louisville's Fountain Ferry. Another grand meet will be held July 4. The date on the national circuit next October will be a howling success.

Summaries.

One-mile novice.—F. Higgins, first; L. Jones, second; G. Porcher, third. Time, 2:43.

Third-mile open.—L. Bridgers, first; J. C. Bushong, second; R. S. Hawcroft, third. Time, :44⅘.

One-mile open.—Geo. Bovee, first; R. S. Hawcroft, second; F. Higgins, th rd. Time, 3:00.

Quarter-mile, flying start.—Geo. Bovee, first; L. Bridgers, second; R. S. Hawcroft, third. Time, :33⅖.

Half-mile handicap.—H. T. Walz, first; A. White, second; G. Porcher, third. Time, 1:14⅕.

Two-mile handicap.—A. White, first; G. Porcher, second; W. Watson, third. Time, 6:34.

In the eight-and-one-half-mile road race at Waterloo, Wis., Tuesday, W. Schroder, of Milwaukee, won the first prize, a gold medal, and H. H. Gottschalk, of Sun Prairie, crossed the tape first. Schroder's time was 27:35, Gottschalk's was 32:00.



GOSSIP FROM LONDON.

Opening of the New Catford Track—British Records Lowered—Jefferson En Route Home.

LONDON, May 25.—On Thursday afternoon the formal opening, or inauguration, of the Trafalgar Club at Chelsea took place. Proceedings commenced shortly 4 o'clock when a very fashionable gathering had assembled to witness some racing, and a great number of carriages occupied the approaches to the club. The cycling and general press were invited to the ceremony. The races, which included a mile handicap and a five-mile scratch race, were held on the larger track of the club, which is 3¾ laps to the mile. V. Cosins, 150 yards start, won the mile. The longer event fell to E. L. Winbolt, who finished after a fine struggle a length ahead of G. F. Payne, H. A. Palmer and C. G. Thiselton being close up. Time, 14:42⅕. The Bale troupe of cyclists gave a trick riding exhibition on the small track after the races. Other novel features in the programme were an exhibition ride by S. Brown on the towering Eiffel Humber and Augustus Lenard West (aged eight) on a midget bicycle. Afternoon tea served on the lawn terminated the function, during which the band of the Scots' Guards discoursed a selection of music.

England will Have a Class B.

At the forthcoming council meeting of the Union at Manchester on May 14, Henry Sturmey has a motion which, if carried, will cause a Class B of amateurs to come into existence by the middle of July. All the present unlicensed riders and all riders belonging to the trade now holding amateur licenses are proposed to be included in the new class.

The attitude of the Amateur Athletic Association toward the proposal of a B class of cycling amateurs has lately been modified. At a recent conference held between representatives of the cycling and athletic bodies respectively, the feeling expressed by the A. A. A. was that while they did not approve of a second class of amateurs they were prepared to alter their views if, after the scheme had been in operation for a period, it were found to work well. This position is much more reasonable than the attitude of uncompromising opposition hitherto maintained. During the last month or two the unlicensed class has grown rapidly in the London district owing to the rigorous manner in which the licensing rules have been interpreted by the London center. While many centers have been issuing licenses freely, refusals have been the rule in London. It is currently rumored that the secret policy of certain influential members of the London committee is to swamp the path with unlicensed riders in order to secure the extinction of the pure amateur and thus hasten the downfall of the Union's present policy.

Trouble About Licenses.

In the meantime, it is almost impossible to know, from week to week, who is licensed and who is not. Licenses are issued, withdrawn, and reissued in a manner bewildering to all outside the committee actually pulling the strings. Arthur DuCros, after receiving a temporary license from the general committee, has on its expiring been refused a license by the trade committee. Both DuCros and P. W. Brown, now unlicensed, have been refused permission to ride for the Plymouth cup, in which they hold shares. R. J. Mecredy, editor of the *Irish Cyclist*, and a director of the Pneumatic Tire Co., has shared the fate of his co-directors, and has been disqualified as an amateur, although he has disclaimed all share in offering inducements to riders.

At last the N. C. U. report for 1894 has seen the light. It contains concise reports by the leading lights of the Union on the development of various branches and centers of Union work. The results of the World's Athletic Conference in Paris last June are given by H. L. Clark, the International Congress at Antwerp last August is well treated by H. J. Swindley, while Doctor Turner's page on racing in 1894 pithily presents the year's developments. Besides a mass of other information we find the encouraging facts that the year showed a net gain of 2,750 members, bringing the Union's roll up to 55,000 cyclists.

Wheelmen Can Ride in Hyde Park.

After all, the concession of the privilege of the use of the roads in Hyde Park by cyclists, although prematurely announced by E. R. Shipton, of the Cyclists' Touring Club, will very shortly be *un fait accompli*. On and from July 3 cyclists are to have the entire run of the park roads from the time of opening until 10 a. m. This is officially announced by the first commissioner of works. The cause of the concession was a petition signed by ninety members of parliament.

Last Saturday Hillier, having no share in the triumphant opening of the hated cement path at Catford, withdrew from the metropolis to Bristol, where he acted as judge at a meeting on a grass track. L. Stroud, who had scored two wins in the $150 challenge cup, being unwell, was quite unable to win it outright, the pace in the last lap being too hot for him.

Opening of the Catford Track.

LONDON, May 18.—The long expected opening of the new Catford track and the racing festival of the Catford Club took place this afternoon in cold weather, under a cheerless leaden sky. There were 10,000 people present. Doctor Turner presented Lord Kinnaird with a golden key, and his lordship, after some suitable remarks, opened the gates and declared the grounds open. Although the surroundings are still unfinished the track is quite complete. In spite of the wind several short-distance records were broken and rebroken during the racing, which was exciting throughout. No less than six events were compressed into 3½ hours, and the management was excellent. Doctor Turner judged, Coleman, Swindley, and Powell timed, and numerous other officials all worked well. The height of the banking and the great width of the track strike the visitor as remarkable. Of its safety there can be no doubt, for not a single fall occurred throughout the long programme. No rain fell, but there was too much wind to allow of record going in the ten-mile paced race, in which a quadruplet and several tandems assisted in the pacing.

Summaries.

Half-mile handicap (licensed amateurs), final.—R. A. Marples, 20 yards, first; E. Hughes, 40 yards, second; A. S. Ingram, 35 yards, third. Time, 1:11⅕.

One-mile handicap (unlicensed amateurs), final.—G. R. Martin, 40 yards, first; J. Green, 50 yards, second; B. E. Winchurch, 50 yards, third. Won by a yard, three between second and third. Time, 2:10.

Quarter-mile scratch (licensed amateurs), final.—F. W. Chinn, first; E. E. Parlby, second; J. Harding, third. Won by four yards, Chinn riding in marvelous form. Time, :30⅘, British record. In his heat and in the second round, Chinn tied record by doing :31⅕ and afterward :31 dead. He is undoubtedly the fastest man in England and should show up in the championships.

One-mile tandem handicap (licensed amateurs), three heats; final.—W. S. Yoeman and J. B. Cooke, 30 yards, first; T. Butler and R. Clarke, 120 yards, second; W. H. Lee and S. P. Turner, third. Time, 2:03⅘; last quarter, :32⅗.

One-mile tandem safety match.—A. J. Watson and J. Platt Betts, first; U. L. Lambley and T. Osborn, second. A splendid race after the first half lap. The rivals rode neck and neck into the final straight, the winners crossing the tape two lengths ahead. Time, 2:13⅗; last quarter, 26⅖, British record.

Ten-mile invitation scratch paced race (unlicensed amateurs).—There were twenty starters including the cream of the unlicensed riders on the path. The English record stands at 22:10⅗ by W. Henie. The pacing was profuse and fairly well managed, the quadruplet doing good work. Gibbons Brooks soon got a lead, closely followed by Platt Betts, both aided by the quad crew. Stocks led the field and waged a hopeless stern chase, paced by various tandems. Men like P. W. Brown, Hoch, and Lambley gave up, outpaced, and at seven miles only five were left in. At the bell Brooks and Betts were together but, as it proved, Brooks' tire punctured and he was unable to sprint, Betts winning a fine race by thirty yards, Brooks riding in on a flat tire, followed by Stocks 200 yards behind, Ridout fourth, and G. R. Martin fifth. Camp, A. DuCros, J. Aram, Osborn, Winchurch, A. J. Watson, and J. Greenpin all giving up during the race. But for the wind record must have gone. Time, 23:15.

Something About the New Track.

Some further particulars of the new Catford track may not be without interest to your readers. The track was designed by Harry J. Swindley, whose training years ago in the estate department of the London & Northwestern Railway is a guarantee of his fitness for such work. The design is considered the best in England, although I hear the banking of the Wood Green track is even higher than the one under notice. Mr. Swindley had two objects in view—first to obtain a path which for shape and surface should afford the greatest speed possibilities, and secondly one that should be as fair as possible for competition. Judging from the evidence of this afternoon's racing, the designer may be considered to have succeeded. Measured in accordance with the requirements of the National Cyclists' Union—i. e., on a line one foot out from the inner wood edging—the track is 1,760 feet 2 inches in circuit, or the smallest fraction over three laps to the mile.

The two straights are each 130 yards in length, the back straight having a width of thirty feet and the winning straight thirty-five feet, lessening to widths of twenty-six feet in the middle of the curves. Both curves are struck to a radius of 155 feet, and are banked on the outside edge of the cement surface to a height of seven feet two inches. This banking is

Made for a Speed of Thirty Miles an Hour,

but will be found perfectly safe at any pace. The taking and leaving the gradients from the straights into the curves, and the reverse, are 1 in 25 and 1 in 20 respectively; but these gradients apply, of course, only to the extreme outside of the track. The inside edging is level throughout.

The speed surface, which is one inch in thickness, was finally determined upon by Messrs. Blair and Swindley, and is laid upon a substratum of six inches of Portland cement concrete, which in its turn rests upon the formed and rammed earthwork. All round the track is formed a terrace, eight feet in width, and the fence surrounding the track, when lined two deep only with spectators, will accommodate 2,640 persons.

R. L. Jefferson reached Moscow on May 13, his time for the outward half of his ride being 23 days 1 hour. After a brief stay he commenced his return journey at 9:30 a. m. on the 15th inst. Jefferson has been much delayed en route by the Russian police officials, who can not understand the object of his ride. Snow and cold weather have tended to impede his progress, while later on a sudden thaw caused several villages on his way to be inundated. This afternoon Jefferson wired to London from Roslavl, where he arrived at 5:15 p. m., and for a wonder his telegram was not delayed in transmission.

Reference to Russia reminds me of the news item lately to hand that Count Tolstoi, who is sixty-seven years of age, is a cyclist. The author of "Master and Man" cycles for an hour every day accompanied by his sons.

Road Records Broken.

The splendid weather of last week enabled the road record-breaking fraternity to commence operations. On the 9th Ernest Steel, of the North Road Club, took a big slice off the London to Liverpool journey, doing the 203 miles in 12:29:00. He had many puncture troubles.

W. Neason, one of the sturdy Anfielders, came down south on the 11th and tackled the Bath and back journey. He succeeded in beating Wridgway's figures by covering the 211 miles in 12:31:04.

Today at Newcastle fifteen men started in a 12-hour race in very windy weather. The hurricane compelled most to retire. George Hunt, when leading, was blown from his wheel and fractured his collar bone, being carried to the infirmary. J. F. Rudham won with a total of 211 miles odd.



You know they are Waverleys by the half nickeled front forks.

They are Waverley riders, too, of Louisville, Ky., that good old state, the mere mention of which is a guarantee of blue blood. There are seven hundred Waverley riders in Louisville, and if you want to know what machine to buy they will be pleased to tell you.

THE BEARINGS
Cycling Authority

TROUBLE AT TRENTON.

Sanger, Titus, and Murphy Threatened with Suspension—Cabanne's Fine Showing.

TRENTON, N. J., June 1.—At the annual meet of the Mercer County Wheelmen on the occasion of the New Jersey Division '95 meet, there was enough news and excitement to cause no end of talk. When the party arrived from the Plainfield meeting and Shafer, with his stars Sanger and Titus, was not among them, all sorts of threats were made as to what would happen if these two did not show up. J. C. Tattersall, really the sponsor for the meet and a hard worker, had received entries for these men and for Charlie Murphy, of the Humber team, and intended that they should be present. For several hours telegrams flew thick and fast to Shafer at New York and to A. G. Spalding & Bros. Manager Shafer was informed that unless his men appeared on the track Chairman Gideon had threatened to expel them.

Murphy's employers received the same information. This was not a joke, for Mr. Tattersall had been at the Plainfield meeting and it had been reported to him that these men would not appear. On the train home Chairman Gideon was his companion and in the case of Murphy the chair man had telegraphed that rider that he must appear or be suspended.

Murphy Rode at Cohoes the Same Day,

thus placing his case in a rather different light than that of Sanger and Titus, whose reasons for not riding were their poor form and sickness. It had been Shafer's intention to go straight to Springfield and place the two in shape for the meet at Clinton, Mass., June 8. The result of all this telegraphing was the appearance in Trenton, Saturday noon, of Sanger and Titus, with their manager and trainer, and without their racing wheels or baggage of any kind. If forced to ride it was their intention to go upon the track in street clothes and ride any old ice wagons they could find in the town. Their appearance, however, at the track side obeyed the letter of the law and a suspension, possibly, was averted only by 200 or 300 miles of travel, a small item to the circuit chasers.

It was a warm day, and Manager Shafer was warmer than the day itself. This gentleman's opinion of things in general, and some people in particular, would not appear well in print. At the close of the races the famous trio resumed their interrupted journey, reaching Springfield Sunday night, where they will remain for a week. Cabanne is the only member of the Spalding team now in shape for hard campaigning. Of six open scratch events in which he has started this season

The "Black Cloud" Has Won Five.

He has won every open scratch contest thus far on the national circuit. There will be more than unusual interest when Cabanne meets Coulter, Bald, Murphy, Gardiner, and a number of others in contests throughout the New York Division of the national circuit. At Rochester and Syracuse it is very probable that all stars of the racing circuit will be gathered together, the Decoration Day meets having scattered them in all parts of the country.

The threatened suspension of Murphy brought Willis B. Troy, sleek and clean shaven as usual, to Trenton, and his smooth tongue soon brought Mr. Tattersall to terms, and avoided trouble for "Brother Charles." Mr. Troy said that Murphy's entry had been made by one of the members of the New York store, who had no authority, and that the first information Murphy received was threatened suspension unless he rode at Trenton. While in the city Messrs. Troy and Shafer came together with the result that Murphy will take Johnson's place in the proposed match races with a few modifications, namely, that three one-mile races be run in one day, June 29 being named, best two out of three, the loser to purchase a $500 trophy for the winner, providing this is acceptable to Chairman Gideon, who will be consulted as to all details in the matter.

No Place for the Meeting of the Cracks was Decided Upon.

June 15 the place of meeting will be announced. On June 29 there are two meets in the east in competition, that of the Pennsylvania Club at Philadelphia and the Kings County Wheelmen meet at Brooklyn. It is probably not these meets that are counted upon for the match, as a large driving park association at Grand Rapids, Mich., that has been after the Johnson-Sanger match for some time, will give a good prize for this match. No arrangements were made for an hour race between Titus and the celebrated "unknown," but this will come up later.

Gil Weise, of the Pennsylvania Bicycle Club, of Philadelphia, was at the meet seeking entries for that club's meet June 29. Three races in each class, A, B, and professional, will be run. Among the Philadelphia men present there was some talk that Chairman Gideon would place a number of prominent Class B riders on suspension in his next week's bulletin, and it was thought that the Pennsylvania Bicycle Club seeks the entries of these men in the professional class races at this meet. Uncle Sam's money will be offered in goodly chunks in all these professional events; $75, $50, and $25 for first, second, and third prizes.

Trenton was again in hard luck at this meet as a thunder shower came up just as the people were turning out for the track. The attendance was probably 4,500, and as the sun came out bright and warm just after the first race was run, the track dried quickly, and fairly good contests were witnessed.

Cabanne Again Outclassed His Field.

In the mile open the Adonis set pace for three-quarters of a mile, was jumped by Maddox for a long lead, and with a splendid finishing sprint overtook the "Fisherman" just at the tape and robbed him of his prize. Steenson, the "Carthorse," was third, and Miller ran fourth, close up, Baker, Carter, and Doctor Brown following in the order named. In the half-mile open, after much discussion, an agreement was made and Miller was given third prize for pacing the first third mile of the race. When Miller slowed Cabanne came by with the same fine sprint, and Steenson closed up on Doctor Brown, winning second; Brown was third, Maddox, Carter, Silvie, and Baker running in the order named.

The mile handicap was a splendid victory for Conn Baker, of Columbus, who is a great handicap rider. Brown, at seventy yards, was virtually scratch. Baker, Maddox, and Steenson were at eighty yards. The race was conceded to Maddox, who has been drawing long marks in all the contests thus far, but has not improved his chances. On the stretch Baker closed ten yards with Maddox and the two crossed the tape so near together in a hard battle that the judge's decision was necessary to place them. Silvie, 100 yards, ran third.

Chas. T. Earl, commonly known as "the jolly undertaker" of Brooklyn, whose profession fits his name, was entered in the Class B events at this meeting, but did not appear. It is rumored that Earl is looking for a job at

The Burial of the Class B Corpse

at the end of this season and is joining the class to be on the spot. Every one of the Class A races were hot, as are all races likely to be in which the Riverside Wheelmen compete. A member of the Riverside Wheelmen was present with a large black and yellow umbrella to escort the members of the team from the track to the dressing quarters. This caused much amusement.

A flying start, advocated by the veteran Tom Eck, was tried and found successful in the New York *Times* team race. Four teams of three men each competed and the twelve men, occupying the entire track, came down at a fair rate of speed and broke nearly even. It was a pretty sight and evoked many a cheer from the grand stand. This is one of the first occasions on record where the populace cheered at the start of a race, the former occasion being that at Syracuse. This would seem to be the practical solution of the problem of starting scratch races.

It Adds Speed to a Contest

and increases the interest of the spectators. This team race in particular was interesting from start to finish. The Riverside Wheelmen won with twenty-two points, their nearest competitor, the Penn Wheelmen, of Reading, Pa., having ten points.

Dawson won the mile state championship and Ernest Hand, of Plainfield, took the half-mile. It was rumored at the track that Hand, of Plainfield, and Cobb, of New York, would be shortly placed in Class B. The fathers of both have openly threatened suit against Chairman Gideon if this is done, as both men are as clearly Class A as the laws will allow. Both fathers are wealthy and will spend thousands to keep their sons in the amateur class. Church, of Philadelphia, was disqualified after winning the half-mile open for fouling Teddy Goodman on the stretch.

Summaries.

Half-mile scratch, Class A.—F. F. Goodman, first; C. B. Jack, second; C. K. Granger, third; Geo. B. Cobb, Jr., fourth. Time, 1:08.

One-mile scratch, Class B.—Cabanne, first; Maddox, second; Steenson, third; Miller, fourth. Time, 2:25⅗.

One-mile state championship—Ray Dawson, first; W. C. Roome, second; Fred Shafto, third. Time 2:46.

One-mile handicap, Class B.—Conn Baker, 80 yards, first; Maddox, 80 yards, second; Silvie, 100 yards, third; Carter, 130 yards, fourth. Time, 2:11.

Two-mile team race.—Riverside Wheelmen, Goodman, Granger, and Bofinger, with 22 points, first; Penn Wheelmen, Reading, Pa., Grouch, Erick, and Jack, 10 points, second. Time, 5:00⅖.

One-mile handicap, Class A.—W. N. McCutcheon, 120 yards, first; W. G. Douglas, 60 yards, second; C. B. Jack, 40 yards, third; C. K. Granger, 30 yards, fourth. Time, 2:33.

Half-mile open, Class B.—Cabanne, first; Steenson, second; Brown, third; Maddox, fourth. Time, 1:05⅖.

One-mile, 2:40 class, Class A.—Shafto, first; Underhill, second; J. J. Diver, third; R. P. McCurdy, fourth, Time 2:59⅖.

Half-mile state championship.—Hand, first; Dawson, second. Time, 1:13.

A WASHINGTON MEET.

EVERETT, WASH., May 30.—The first annual meet of the Everett Cycle Club was held here today. The weather was cloudy and rainy in the morning but cleared in the afternoon. The events consisted of a handicap road race between Snohomish and Everett, distance 10½ miles, in the forenoon, and in the afternoon the races were held on Rucker Avenue, a straightaway course.

Summaries.

Handicap road race.—King, 6 minutes, first, time 34:30; Vallier, 2 minutes, second, time 36:30; Fritz, 1 minute, third, time 35:52; Kickusch, 1 minute, fourth, time 37:32; Rogers, 1½ minutes, fifth, time 38:10; White, scratch, sixth, time 38:34; Griffith, scratch, seventh, time 38:34.

Half-mile novice.—King, first; Rogers, second; Kickusch, third; Stien, fourth. Time, 1:05.

Quarter-mile dash.—Davies, first; White, second; Kickusch, third; Griffith, fourth. Time, :28.

One-mile handicap.—Fritz, scratch, first; Kickusch, 20 yards, second; Stien, 50 yards, third; Church, 60 yards, fourth. Time, 3:00

Half-mile championship of Snohomish County.—Luce, first; White, second; King, third. Time, 1:10.

Out of ten starters in the five-and-one-half mile road race of the Strobridge Wheelmen, of Cincinnati, Ohio, recently, but seven of the ten starters, finished owing to the rough and hilly course. First four men in rode the Stearns.



•• TWICE AS GOOD AS OTHER TIRES ••



TWICE AS GOOD AS OTHER TIRES

PALMER DAY

••••••••MAY 30.••••••••

ROAD.

At Chicago,	First, third, and fourth places; first time.
At New York, Irvington-Milburn.	Fourth, fifth, sixth, seventh, ninth, and tenth places; second, fourth, and fifth time. And we still hold record for course—1:11.
At Buffalo, Martin.	First, second, and third time. Eighty prizes given, forty won on Palmers.
At Denver, Colo.,	First and second time; first and third places. Same man from scratch.
At Minneapolis, Minn.,	Second, third, and fourth time; first and third places.
At Ashtabula, Ohio,	First time; third place.
At Bay City, Mich.,	First and second time; first place.
At Toledo, Ohio, Colton Road Race.	First time; first place. Same man.
At Jamestown, N.Y.,	First time; first and second places.
At Cleveland, Ohio,	First time.

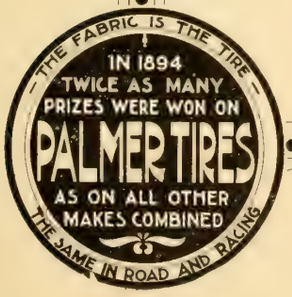
TRACK.

At Plainfield, N. J.,	Seven races—Six firsts, seven seconds, and five thirds.
At Bay City, Mich.,	Six races—Five firsts, three seconds, and five thirds.
At Terre Haute, Ind.,	Seven races—Six firsts, seven seconds, and five thirds.
At Louisville, Ky.,	Seven races—Six firsts, seven seconds, and five thirds.

MANY MORE REPORTS NOT IN.

Palmer Pneumatic Tire Co., Cor. Lake and La Salle Sts, Chicago.

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•• TWICE AS GOOD AS OTHER TIRES ••



PROFESSIONAL RACES A SUCCESS.

Bunnell Gives a Good Meet—Gideon in Favor of Professionalism and Thinks the League Will Govern It.

PHILADELPHIA, PA., June 2.—The success of the first professional races held under the sanction of the League of American Wheelmen is the talk of all wheelmen and the impression prevails that the League should take hold immediately and control all racing, both professional and amateur. The Pitman Grove events on Decoration Day were witnessed by over 3,000 persons and many of them are understood to be of the opinion that cash prize racers are hard workers and try harder to win than the amateurs, knowing that cash is worth something and of more good to them than the overvalued prizes of amateur events.

Chairman Gideon was seen at his office yesterday and said he was well satisfied with the way things were running, particularly with the success of the Pitman Grove meet.

"Gideon Favors Professionalism.

"Yes, Mr. Bunnell ran the meet in a very creditable manner," he said, "and I do not see any reason why the League should ignore professional racing any longer. The Pennsylvania Bicycle Club, of this city, has asked for a sanction for three professional events to be held in connection with their amateur races next month, and it will be granted. With such men as those who competed at Pitman Grove on Thursday there is no reason why professional cycling should not become a gentlemanly and legitimate sport."

"Do you think the League will adopt a two-class rule, including both professionals and amateurs?" was asked.

"Yes, I do, but not this year. The matter will have to be decided by the National Assembly, and, as I understand it, a special meeting can not be called. Thus you see the matter will have to be laid over until next winter. I do not see any reason, however, why the Racing Board should not continue as it has been doing and

"Grant Sanctions for Professional Races.

Although I am here to see that the amateur rules are carried out, I believe in professionalism to a certain extent, and shall continue to give a sanction whenever it is wanted—that is, if the rules of the League are lived up to so far as the amateurs are concerned. Professionals and amateurs must not be on the track at the same time, or race against each other. That is to be thoroughly understood."

Rumors were prevalent here yesterday that five of the fastest Class B men were to be suspended, but nothing can be verified at the office of the Racing Board. Mr. Gideon said it was true that he was investigating the standing of all the Class B men, but as yet nothing of a substantial character had been found against them; even if there had, he would not announce anything until he saw his way clear to do so.



THE SYRACUSE QUAD.

O'CONNOR. TERRILL. COBURN. HAMILTON.

Much interest is being manifested in

The Interstate Relay Race to Take Place Next Saturday

from New York City to Riverton, N. J. It will be 150 miles in length and will be between teams of six men each, selected from among the fastest riders of Pennsylvania, New Jersey, and New York. The race was to have been finished in this city, but owing to the interference of the authorities here a change had to be made, and it was decided to have the finish on the Riverton, N. J., track. New Jersey won the race last year, but judging from the teams which will represent New York and Pennsylvania she will have some trouble in next Saturday's event.

The first annual century run of the Quaker City Wheelmen to Wilmington, Del., last Thursday proved a poor success, mostly on account of the poor roads. There were between 500 and 600 starters, but only about 100 men finished. The roads were in very bad condition, and this drawback, added to the intense heat and many breakdowns, had a very detrimental effect. The Time Wheelmen won the first prize for having the largest number of survivors, Captain Cain bringing thirty-nine men through.

HOW DIRNBERGER'S RECORDS WERE MADE.

LOUISVILLE, KY., June 3.—As stated in the brief dispatches last week, Dirnberger made some new world's records on the local track. The record for the mile deserves a more extended notice than the mere telegram. It was the first time that the entire mile was ridden by a quad team when attempting track records. At 5:30 p. m. on Wednesday the quad, manned by O'Connor, Terrill, Jack Coburn, and Hamilton, first appeared on the track, and after riding three laps were joined by Dirnberger, who rode with them for a lap, after which they were told to make their start on the next lap. On the last turn O'Connor began his instructions to the men in the rear and then the sprinting began, and when they crossed the tape they had one of the best starts that could be desired. They kept up the fast gait for the first two laps and then began Lyman's signals. Lyman was doing a regular war dance with his revolver in the air, firing it as fast as he could, and the boys on the wheels were exerting every muscle to go faster. Mike was able to hang on the quad until on the homestretch when the pace began to tell on him and he gradually fell back until he was about forty feet behind when the tape was crossed. Four watches were held on the performance and each one had the same time when stopped—1:45 flat. Mr. Landenwich was so proud of the performance that he did not turn back the hands on his watch but left them at that figure and very proudly exhibits them to visitors.

As soon as the announcement was made of the time, the crowd of people in the grand stand

Gave Dirnberger a Regular Ovation

and his arm was almost shaken off by those able to get to him before he reached his dressing-room.

On Thursday afternoon there was quite a crowd again in the stand, attracted by the space devoted in the daily papers to the previous day's record, and they were well repaid for their attendance. After the selection of the officers, F. G. Barnett made an attempt on the unpaced mile flying start. Cooper and Steele, on a tandem, gave him a good start over the tape and he gradually increased his speed and crossed the tape in 2:07⅛, tying Sanger's record.

Coburn went to St. Louis last night and his place on the quad was taken by Barnett but the change made no difference in the riding. Dirnberger was to go for the two-mile flying start, and Cooper and Phillips on a tandem paced him in slow time for the first two laps and were then succeeded by the quad for the other four. After the quad picked him from the tandem, they gradually increased the speed and then began the signaling. Down the homestretch they came as if shot out of a cannon; the quad could not pull away from Mike and when the tape was crossed Mike was only a wheel length behind and the watches showed 3:51⅘ for the two miles, a gain of 2⅘ seconds over Johnson's record of last November.

On Friday, the last day for private records, Barnett again tried for the mile unpaced, but had too fast a start and was unable to hold out long enough to do better than 2:09⅛. He started out too fast, making the first lap in :38⅜ and the second in 1:23⅜.

After Barnett was rubbed, the quad team and Dirnberger came out for the two-third mile, paced, with flying start and succeeded in

Clipping Off Two Seconds from Johnson's Record.

The quad carried him around in good shape, and for the only time in the attempts the intermediate times were taken. The quarter was made in :27; the third in :35⅛; the half in :43⅜, and the two-thirds in 1:09⅘.

This ended the attempts, and preparations were made to leave for the homes of the teams. The work accomplished by Dirnberger during the week follows:

One-third-mile,	unpaced, flying start,	:36⅘; former record,	:38⅘.
T o-third-mile,	paced, flying start,	1:09⅘; former record,	1:11⅘.
One-mile,	paced, flying start,	1:45; former record,	1:47⅜.
Two-mile,	paced, flying start,	3:51⅘; former record,	3:54⅗.

Hamilton and Coburn are back in St. Louis, and Dirnberger, O'Connor, Terrill, and Lyman left for the east on Saturday afternoon. Dirnberger will spend Sunday at his home in Buffalo, and on Monday will join the others at the factory in Syracuse and remain there until Wednesday, when they will start on the circuit at Albany, N Y., and continue until Rochester is reached, when their plans will be changed.

Racing Men Have Deserted the Track.

All of the racing men have left the track and only local riders preparing for the local events are left. On next Saturday will take place a ten-mile handicap road race given by E. B. Dye & Co. on the boulevard course and good time ought to be made. On June 24 the masonic fraternity will celebrate St. John's Day by an athletic tournament at the track and will have a number of running races and twelve events for wheels. The events will all be Class A events, several of which were added for amusement.

The sprinkling question is up again and the wheelmen are divided in their opinions on the question. Several months ago the council passed an ordinance prohibiting entirely the sprinkling of asphalt and brick streets. It was given a good trial and was found obnoxious to the residents on these streets, and the result naturally was a howl for its repeal. One of the most prominent politicians had a test case made against himself and pleaded in his behalf that the ordinance was class legislation and was unconstitutional. The arguments pro and con were made Saturday, and Judge Thompson, before whom it was tried, promised a decision on Tuesday afternoon. This is awaited with the greatest interest by every resident of the city.

ONE MILE IN 1:45

ON A CRIMSON RIM SYRACUSE.

DIRNBERGER at Louisville breaks the one-mile world's record, and covers the distance in the remarkable time of one minute, forty-five seconds. He was paced by the famous Crimson Rim Quadruplet. He also lowered the one-third mile, two-third mile, and the

TWO-MILE WORLD'S RECORDS

the most remarkable feats ever accomplished by any human being on a wheel; and "Our Mike" has distinguished himself as the fastest rider on the fastest wheel. Eight world's records in one week is not very bad, don't you think? Gaze upon them:

ALL WORLD'S RECORDS:

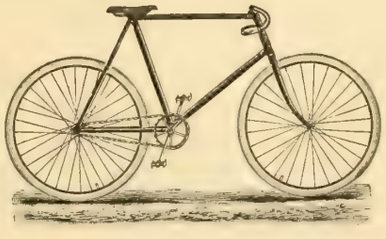
One mile (flying).....	1:45	One mile unpaced.....	2:07 1-5
Two miles (flying).....	3:51 4-5	Third-mile quad.....	:34 2-5
Third mile (unpaced)....	:36 2-5	One mile quad.....	1:45
Two-third mile (flying)..	1:09 4-5	One mile exhibition.....	1:49

HIP HURROO FOR THE CRIMSON RIMS

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GOEHLER LOWERS LEONERT'S FIGURES.

BUFFALO, N. Y., June 4.—Early this evening Adolph B. Goehler, the crack Class B man of the Rambler B. C., established new figures for the twenty-five-mile Martin course, going the distance in 1:09:26, and lowering the mark of 1:10:30 set by E. F. Leonert, the Globe star, in the Martin road race Decoration Day. In one respect, however, the Ramblerites performance differs from that of the Pressite. The latter earned his record in actual competition, while Goehler's trial was against time and with pacemakers. Leonert's time must be taken as the American record in competition, and Goehler's stands as the New York state paced record. In view of these facts, Goehler's work today was not more creditable than Leonert's; yet had the blue-and-white rider received faster pacemaking, 1:05:21 would not have stopped him. He finished well and worked out his pacemakers to the end. The existing mark for twenty-five miles against time with pacemakers is 1:05:21, and was established by Monte Scott, at Plainfield, N. J., last September. Scott was paced by three tandem teams, and had Goehler had similar advantages the chances are that Scott's record would now be a back number. The roads on the course were in fairly good condition. Goehler was paced by different men the entire distance.

About the Martin.

Of the many road races that have been run in this part of the country during the last few years the Martin has contained the most representative



W. H. PECKHAM, WINNER OF THE MARTIN.

field of foreign riders, and the array at the start has included the crack riders from all parts of the country. Buffalo wheelmen are very much at home on the track, and it is seldom that strangers succeed in carrying off the time honors. E. F. Leonert, who cut the course record down to 1:10:30, has by this achievement added another laurel to his already long list of victories. While better time has been made on the Belle Isle course at Detroit, this will be generally considered the American twenty-five-mile competition record on the road, as the Belle Isle course is less than five miles in circumference, and is wholly composed of park boulevard.

Warren Monroe Peckham, the gallant young Pressite, who crossed the tape first, cheered by thousands of people, is a likely looking youth about eighteen years of age. He is slightly built, but is possessed of a strong, wiry constitution. During the last few weeks he has been training daily, and it is said that some of the speediest riders in the city found it difficult to shake him from their rear wheels. This is only the second race in which he has ridden. Last September he took part in the Globe road race, but failed to secure a place. He stands about 5 feet 7½ inches high, and tips the scales at 120 pounds stripped.

Dirnberger returned to Buffalo yesterday from Louisville, the scene of his recent record-breaking feats. Accompanying him were Frank T. Lyman, trainer, and Pat O'Connor and W. A. Terrill, the latter two being members of the Crimson Rim quad team. Dirnberger and Lyman spent the day visiting friends on the Delaware Boulevard, where Johnson's straightaway records were made last fall. Dirnberger will ride at the meet of the Lakeview Wheelmen, at Rochester, June 11, when he will meet as a foeman his club mate, Edward C. Bald, and a battle to the tape will undoubtedly follow. But this is not the only achievement Dirnberger has in view. It is possible that cyclists will soon be startled by some phenomenal straightaway record performances on the Tonawanda Delaware Avenue Boulevard. Dirnberger has got all the records to two miles formerly held by Johnson and he intends to make a determined effort to still further reduce the straightaway paced mark. In talking with the representative of THE BEARINGS, his trainer, Frank Lyman, said: "While I do not take a great deal of stock in straightaway records, still should we come here to capture them we will bring them down to a point where they will stay for some time to come. Mike can stick to anything in the pacemaking line going today, and our quad team, O'Connor, Terrill, Hamilton, and Coburn, is head and shoulders above any quartette that has ever been up on a similar machine. On a clear, calm day we will come so close to 1:30 that there will be no fun in it."

Last Friday A. W. Luce, of Jamestown, a non-resident member of the Press C. C., of this city, made a straightaway mile, flying start, and unpaced, in 1:50. The trial was made over the celebrated course where Johnson went the distance in 1:50 flat, and Leonert in 1:52⅖. Luce was mounted on a Dorset wheel.

July 4 the entire team, consisting of eight men, will appear at the Press C. C. meet in this city and a number of record-breaking attempts will be made. The make-up of the contingent will be Dirnberger, the big quad team, Mayo and Saunders, the crack tandem mates, and Will De Cardy, who voluntarily graduated into the Class B ranks last week.

YOST TEAM IN CANADA.

TORONTO, ONT., June 3.—The race meet given by the Toronto Bicycle Club on Saturday on the Rosedale track proved very successful. There were about 2,000 spectators present, and the attendance would have been much greater but for the extremely hot weather prevailing. Those who attended were rewarded with some excellent racing. The appearance of Colin Harbottle, who holds the Canadian championship record for the quarter, accompanied by his team mates, Otto Ziegler and C. R. Coulter, added considerably to the interest of the occasion. In the earlier heats of the races Coulter showed the greatest speed, but toward the close of the afternoon he was indisposed, and did not take part in the finals, for which he qualified.

Ziegler Showed up in Good Form

and rowed the fastest mile ever made in Canada. Paced by two tandems he went a mile in 2:04⅕. This was considered a capital performance, as there was a strong westerly wind blowing most of the afternoon.

The 500 yard Class B event was a surprise. Harbottle and Ziegler entered the stretch together, and thinking they had left the field sat up on their wheels and spoke to each other. McLeod, of Sarnia, unobserved by them, came alongside, and when they noticed him a spurt was made, but too late, McLeod beating them both, Ziegler getting third place and Harbottle second. Coulter showed no inclination to take the lead in any of the races he entered until near the finish, being confident of his ability to beat the fields.

Ziegler, McIntosh, Harley Davidson, and McLeod faced the starter in the mile record, but Ziegler alone finished, the pace being too hot for the others, who dropped out. The first half-mile was reeled off in one minute, and when the time, 2:04⅕, was hung up, the grand stand went wild. It was the fastest mile ever ridden in Canada.

Harbottle was Supposed to Have a Sure Thing

in the 500-yard race, as he holds the Canadian record for the quarter; but he never was in it, McIntosh running a close second to Coulter. Ziegler broke his pedal in the final heat of this race and was therefore out of it.

The scratch men rarely get a look in on the handicap races, and so it proved on Saturday. There was a big field and a fine race all the way, but Coulter (scratch) never got near McLeod (40 yards). In order to prevent loafing pacemakers were allowed to qualify for the finals.

Summaries.

One-mile novice.—E. H. Parker, first; L. H. Bounsall, second; C. J. Mechan, third. Time, 2:30⅖.

One-lap 500 yards, Class B.—C. R. Coulter, first; Harley Davidson, second. Time, :38⅗.

Two-mile tandem, Class A.—McKellar and Hulse, first; Roger and Greatrix, second. Time, 5:02½.

One-mile 2:35 class, Class A.—H. M. Hulse, first; T. W. Barnes, second; H. E. Reed, third. Time, 2:26.

Two-mile tandem, Class B.—Gibbons and Hulse, first; Brown and Young, second. Time, 5:21⅗.

Half-mile, Class A.—H. D. McKellar, first; A. F. Little, second; H. E. Reed, third. Time, 1:17.

An effort has been made by the Island Ferry company to pull off a race for a big purse between Zimmerman and John S. Johnson on the company's new track, but Zimmy does not look with favor on the project, so the latest advice reads.

The C. W. A. meet this year will be held at Waterloo July 1 and 2. Will give particulars in next issue.

BOSTON, May 6, 1895.

STERLING CYCLE WORKS, Chicago, Ill.

Gentlemen: The other day I had quite a satisfactory proof of the strength of the spokes in the Sterling. The chain bolt became loose, and unfortunately the screw end was upon the inside. The bolt projected just far enough to catch a spoke. There was a tremendous "twang," and I got off to investigate, and found that one of the spokes was a little bent and wrenched from the spoke to which it was tied, but no damage was done. The spoke, however, had cut off the screw end of the bolt as cleanly as if it had been done with a knife. The chain bolt was put in that way for me by a bicycle repairer.

Yours truly,
(Signed) M. C. HAZARD.

Sterling Spokes

can be tied in a knot, and
will then be

One-Third Stronger

than ordinary bicycle spokes.
The Sterling is the ***ideal***
mount for particular people.

Please get a catalogue.

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Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co. Omaha. Neb.

ROCHESTER, N. Y., May 21, 1895.

STERLING CYCLE WORKS, Chicago, Ill.

Gentlemen: The Sterling this year is simply "out of sight," and nothing in the market can line up with it. I shall order my '96 wheel July 1 through Mr. Eichman. There are just one hundred people waiting for Sterlings. I never saw such a demand. Am sorry for a number of them, for I am afraid they will be unable to get them.

As it would only be superfluous to wish you success, as you have already obtained it, will only add that I am certain it will be overwhelming in '96.

Sincerely yours,
(Signed) GEO. H. SAULPAUGH,
25 Belmont Park, Rochester, N. Y.

CALIFORNIA'S FIGHT FOR GOOD PAVEMENTS.

SAN FRANCISCO, CAL., May 28.—The first step toward good pavements for this city has been taken, and taken well, and it was a good, long stride too. Fully 10,000 people turned out last Wednesday evening to attend the open-air meeting, which was held in the Mission district, and which was called for the purpose of spreading the sentiment for good roads.

The principal topic of the speakers was the proposition submitted by the Folsom Street Improvement Club, which, if adopted, would turn that street into a boulevard, paved from one end to the other with bituminous rock. After much talk on the subject resolutions were drawn up and read to the assemblage, and the approving shout which arose from those within hearing distance could have been heard for a mile or more.

The resolution was submitted to the street committee of the board of supervisors at its meeting on Thursday and it adopted resolutions setting apart $80,000 for the paving of Folsom Street from the bay to 19th Street (twenty-three blocks); the remaining blocks are already paved with that material.

The Bicycle Parade was a Great Success,

fully 2,000 cyclists being in line; some of the decorations were grand. Red fire, Japanese lanterns, and other pyrotechnical effects added to the grandeur of the scene. All but one of the city clubs turned out; ladies wearing the rational costume were numerous; in fact, any lady wearing the old-style skirt was looked upon somewhat as a curiosity. Unattached riders were as numerous as club men.

A meeting was called by the L. A. W. officials for last Friday night, but the attendance was not as large as it was expected to be.

The wheelmen are overjoyed by their success, so far, and have now set their minds on having Market Street (the principal street) paved from the ferry to the end, and the Merchants' Association will hold a meeting tomorrow afternoon to take action for the further improvement of the city's thoroughfares.

Are San Francisco and California in the hands of

An Organized Band of Cycle Thieves?

It looks so. Nearly every cycle dealer and renting agency have had wheels stolen during the last month or so and in only one or two instances have the culprits been apprehended. The same story comes from San Jose, Oakland, Los Angeles and other cycling towns. The chiefs of police are unable to solve the mystery, but they all seem agreed that the wheels are stolen by the agents of an organized gang of bicycle thieves, whose headquarters are believed to be in Kansas City or some Texas city.

Reports of bicycle thievery come in almost every day and it looks as if the gang made regular raids on certain sections, for the report of a stolen wheel is generally followed by more losses from the afflicted region.

For some time past the police of this city and San Jose have been looking for a man named Palmer, and it was only by accident that they stumbled on that individual in Santa Rosa, Cal., and had it not been for the too eager desire of a deputy to get into print,

The Suspected Man Could Not Have Escaped;

but the newspapers reached him before the police arrived, and when they at last got to his cyclery, their bird had flown. He leaves many creditors and made away with considerable money intrusted to him, with which he was to purchase wheels.

G. A. Palmer is believed to be the partner of a man named Seaman, who engaged in the bicycle business at San Jose, and after becoming wrongfully possessed of many wheels skipped, and took the wheels with him or doctored them up, and sold them to unsuspecting parties.

Palmer turned up in Santa Rosa as a journeyman carpenter and seemed to take great interest in cycling. In a little while he became associated with a local banker and opened a bicycle store, and for a time did a thriving business, selling and repairing machines. The police think that if he had been left a little longer, a raid of gigantic proportions would have followed, but as it is, several hundred dollars in money have disappeared, and the confiding banker is wondering how many wheels he will have to buy for some of his customers who have made deposits on wheels.

On several occasions of late attempts have been made to have the board of supervisors pass an ordinance compelling the owners of wheels to pay the sum of $3 per quarter taxes on their wheels, but on each occasion the bill has been tabled. It is very likely, however, that the board will soon issue an order compelling wheelmen to pay a tax of $2 per year on their bicycles.

The California Associated Cycling Clubs

Will Hold a Joint Picnic

on Sunday, April 9, at Niles, and the committee having the affair in charge is arranging to make 500 wheelmen happy. A grand luncheon will be served, there will be baseball, road races, and other amusements for the cyclists.

Walter Foster and Allan Jones, accompanied by their trainer Dick Alyward, have returned home, the Southern California Racing Confederation having been abandoned as a non-paying investment. Foster has not yet recovered from his fall at the Fabiola races, and it will be some time before he can ride in his old form. It was thought at first that he was permanently injured, but he is now on the right road to recovery. He will ride at the Bay City Wheelmen's races on Thursday.

Allan Jones is suffering from an attack of diphtheretic sore throat, and is in a bad way generally owing to several falls received while in the south. He will not be able to train for some time to come, but will take a complete rest.

Both Burke and Castleman, the Southern California flyers, are training for the Bay City Wheelmen's races and for the races given at San Jose next Saturday by the Road Club of that city. Both are in splendid shape and will go for records some time next month.

SAN JOSE'S MEET A FAILURE.

SAN JOSE, CAL., June 3.—The meet of the San Jose Road Club in this city was far from being a success, not more than 500 persons attending. The handicapping was away off and consequently the scratch men in the two-mile Class B race quit riding before half the distance was finished. The only event of importance was the lowering of the coast novice record by W. Harris, of the San Jose Road Club, from 2:31 to 2:27⅕.

Summaries.

One-mile novice, final heat.—Hardenbrook, first; Belden, second; Belloli, third. Time, 2:49. Harris lowered the record in the first heat.

One-mile scratch, Class A, final heat.—McFarland, first; Belloli, second; Mott, third. Time, 2:27.

Two-mile handicap, Class B, final heat.—Tony Delmas, 180 yards, first; H. C. Smith, 180 yards, second; J. C. Smith, 200 yards, third. Time, 4:45⅘. The scratch men were Wells, Foster, Castleman, and Burke, ut none of them qualified for the final.

Two-mile handicap, Class A, final heat.—C. M. Smith, 175 yards, first; Benson, 190 yards, second; Carroll, 225 yards, third. Time, 4:45.

Nearly all the crack riders of the state were entered, but San Jose riders captured all prizes but two, second in the novice, and third in the one-mile scratch Class A.

CLOSE FINISHES AT ALBANY.

ALBANY, N. Y., June 5.—Cabanne conquered a new field today winning two of three open events of this meeting, a total of six of the eight open events since the Louisville meet of May 24. The Albany County Wheelmen gave today's meet at the Rigfield track which has not been improved since last season and is consequently very unsafe on the lower banking. Rain fell as the novice race was being run, but nevertheless three of the greatest contests ever seen in the country gave 1,500 people opportunity for all the cheering they could do. Bald and Tyler entered the national circuit today as did the Johnson brothers and Sims.

It was predicted that Cabanne's career of victory would cease today but such was not the case. This rider won the mile open from Bald by less than six inches, and the two-third mile was another victory for him by a tire's width.

Bald Retaliated

by defeating a field of eleven starters in the half-mile open, winning a splendid victory. In this race Cabanne was fifth. After three heats had been run the mile open was sifted down to these starters, who lined up from the pole as named: Tyler, Sims, Cabanne, Bald, Allen, and Baker. Allen agreed to pace and Bald caught his rear wheel at the start. Cabanne was in the bunch well hemmed in. Backing out at the rear he came around into the stretch well back, with Bald leading the bunch. Cabanne made a superb effort and twenty yards from the tape jumped for the second time nipping the Bison just at the finish. The finish of the two-third-mile, in which Cabanne, Brown, Bald, Baker, Maddox, and Allen lined up in the order named, was much more exciting than the mile. Cabanne had lead the field with Bald and Allen at his rear, Maddox and Brown directly back of them. Maddox rounded the outside of the bunch and came into the stretch two lengths in the lead. Bald and Cabanne passed on either side and there was a game fight for twenty yards, the sight of which brought the spectators to their feet. The men spurted again and again and finally Cabanne won by a tire's width.

Summaries.

One-mile open, Class A.—F. Baron Stowe, first; Walter Piccaver, second; D. E. Ruppert, third. Time, 2:25⅖.

One-mile open, Class B.—Cabanne, first; Bald, second; Sims, third; Baker, fourth; Tyler, fifth. Time, 2:19⅗.

Two-third-mile, Class B.—Cabanne, first; Bald, second; Maddox, third; Baker, fourth Brown, fifth; Allen, sixth. Time, 1:51.

One-mile handicap, Class A, final heat.—A. H. Davey, 90 yards, first; E. Hilfrank, 130 yards, second; G. E. Ruppert, 45 yards, third. Time, 2:26⅖.

Half-mile Class B.—Bald, first; E. C. Johnson, second; Sims, third: Baker, fourth; Cabanne, fifth. Time, 1:14⅕.

RACING CYCLISTS' LEAGUE MEETS.

ALBANY, N. Y., June 5.—A meeting of the A. L. R. C. was held here tonight to discuss professional racing. M. L. Bridgman was in the chair with W. H. Kirkpatrick as secretary. T. W. Eck did most of the talking, and his sentiments in relation to the L. A. W. were anything but friendly. The racing men were not wildly enthusiastic and showed more respect for their contracts with the manufacturers than for professional racing. The meeting closed with the appointment of a committee which was to consult with the officers of the Cycle Board of Trade in regard to that body's taking up professional racing. The committee was composed of T. W. Eck, H. C. Tyler, W. H. Kirkpatrick, Conn Baker, A. I. Brown, C. M. Murphy, and Dave Shafer. A proposition to have team owners share in the value of prizes won was also discussed.

MUNGER IN NEW YORK.

NEW YORK, June 5.—L. D. Munger, who has been in this city two weeks, has completed arrangements for opening a cycle factory here.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

STEEL IN BICYCLES.

Experiments that Have Been Made with Different Kinds of Steel—Colors under Heat—Steel for Cycle Builders.

A French scientific paper published recently the results of a series of experiments made with steels by Lomenherz, a famed metalurgist, as regards their colors under heat. From his experiments he deduces the following rules and tables:

First.—If pieces of steel of the same shape and same hardness and composition are heated, the same colors, approximately, will be produced, according to the length of the time of heating.

Second.—Articles of different shapes do not color the same. (Special experiments showed that when the forms varied that if the pieces of steel were arranged in such a manner that the heating was produced in equal proportions for the different pieces, the colors would be the same.)

Third.—The harder the steel the higher the temperature must be, all other things being equal, to reach a given color.

Fourth.—The composition of the steel has a still greater influence upon the appearance of the different colors than the hardness of the metal.

HOLLOW BODIES, NOT TEMPERED.

COLORS.	ENGLISH STEEL.		GERMAN STEEL.		TUNGSTEN STEEL.	
	No. minutes heating.	Temperature of steel.	No. minutes heating.	Temperature of steel.	No. minutes heating.	Temperature of steel.
Light yellow	24	464	20	473	16	474
Deep yellow	26	455	22	496	19	523
Orange	28	503	23	514	23	583
Purple	31	523	25	517	24	624
Violet	35	548	27	537	25	642
Deep blue	39	563	28	548	27	666
Light blue	46	577	35	584	28	691
Sea green	57	588	44	610	32	727

TEMPERED.

Light yellow	These pieces burst in tempering.		18	484	11	516
Deep yellow			21	509	12	544
Orange			22	541	16	619
Purple			29	577	20	648
Violet			33	595	21	664
Deep blue			38	608	23	682
Light blue			43	626	25	707
Sea green			50	655	27	727

SOLID BODIES, NOT TEMPERED.

COLORS.	ENGLISH STEEL.		GERMAN STEEL.		TUNGSTEN STEEL.	
	No. minutes heating.	Temperature of steel.	No. minutes heating.	Temperature of steel.	No. minutes heating.	Temperature of steel.
Light yellow	17	475	18	495	16	496
Deep yellow	19	500	20	525	19	531
Orange	20	527	22	539	23	563
Purple	24	563	26	592	25	630
Violet	27	590	29	619	25.5	649
Deep blue	29	608	32	635	26	654
Light blue	33	635	33	649	28	695
Sea green	37	666	37	678	32	729

TEMPERED.

Light yellow	19	472	16	480	18	505
Deep yellow	20	504	18	507	19	534
Orange	24	543	22	579	22	583
Purple	29	645	27	625	26	649
Violet	32	613	30	649	27	671
Deep blue	35	635	32	669	29	685
Light blue	39	660	33	685	31	705
Sea green	43	680	36	705	33	730

It is well known that when polished steel is heated in the air it causes a series of colorations commencing with straw color, passing to brown, purple, and finally deep brown. This property of steel is utilized in practice. When, for example, a tool is finished, the workman polishes a portion of its surface and heats it until the desired color is reached, then cools it rapidly in water to get the required temper. The different colors mark the degrees of hardness and tenacity necessary for each kind of tool.

This operation is always made at a temperature between 428 and 608 F. and explains why it exacts a certain skillfulness. An error of 18 degrees may spoil a fine penknife, a saw, or lancet instruments. At present, the coloration is the only means he has to determine the temperature.

There is no doubt that the coloring is the beginning of oxidization of the metal. In 1813 Davy found that steel could be heated indefinitely in an inert gas like hydrogen or azote, or under a coating of oil or mercury without coloring. Since there is oxidization, it is probable that the condition of the surface, the presence of dirt or greasy matter, the time of heating, must have a great influence upon the production of the phenomena. On the other hand it seems that the amount of carbon and the condition of this carbon does not have much influence. The conclusions of the different experiments are as follows:

First.—It is not the temperature alone, but the duration of the heat, which influences the temper to a high degree or the hardness of the steel.

Second.—The steels richest in carbon are also very sensitive to the effect of low temperatures.

Third.—Colors can be produced beyond the limit of temperature admitted until now. Mild steel, tempered steel, soft iron, and cast iron act in the same manner. Carbon then has no influence upon the phenomena.

Physical Tests of Steel.

Tests are made to enable one to decide quickly and with a certain correctness the principal qualities of steel and to establish from these determinations an industrial classification of the different kinds of steel. The qualities important to establish in steel tests are its tenacity, hot or cold; adaptability to welding, malleability, homogeneity, elasticity, hardness at tempering, conditions of heating, and solidity in the fire. These characteristics may be determined by the following methods:

MALLEABILITY.—This quality can be determined by studying the ingot of steel under the trip-hammer, tilt-hammer, and rollers. Steel bars are forged, according to its nature, in thin plates of five to six inches in length, ⅜ to ½ inch wide and from 1-25th to 1-50th of an inch thick.

HARDNESS.—This is the resistance of the metal to being cut, scratched, or worn by a body harder than itself. A mild tempered steel can be scratched by glass; the hardest steel is scratched by the diamond. Between these two extremes there are four degrees of hardness, and they are such that the steel may be scratched by one of the following: First, glass; second, feldspar; third, quartz; fourth, yellow Brazilian topaz; fifth, corundum; sixth, diamond.

Mild steel submitted to a certain heat can be made into bands without heating it again. Under the hammer it has no cracks at the sides. After being forged, if it is heated to a dark red, after it is plunged in water it may be hammered cold without showing any break, and it can be easily folded in different directions without cracking. It can be considered as soft, fine, and of good quality.

Sound Test.

A piece of steel weighing six or seven ounces, suspended by a thread, gives a sound determining its homogeneity, malleability, density, strength, tenacity, hardness, elasticity, porosity, and resistance.

The best steel is that having a clear sound. It lasts a long time, and is better after forging and repeated tempering. The longer the fiber, the more acute and delicate the sound. It becomes shorter and lower when the fiber is short. Steel that has a poor sound after tempering has something wrong about it.

Polishing Steel.

To judge the quality of steel for first class work, it is often necessary to bring it to a fine polish. It is by this means only that certain defects in the steel can be recognized by inspection, especially defects in homogeneity and its mixture with iron.

Nothing can take the place of an article made of the steel to be tested. So to determine whether steel is proper for making rails, plates, springs, bits, files, wheel spokes, razors, etc., the best way will be to make one of these articles of the steel to be tested, and the quality and defects can be studied during the operation.

Influence of Simple Bodies upon Steel.

Sulphur, phosphorus, or arsenic found in steel take from it its most essential qualities, and render it hard and brittle. Traces only should be found in ordinary steel.

It is usually the same with silicon, but not always so.

Silicious iron contains less than ½ per cent of silicium, and nearly the same quantity of manganese is easy to roll, and is not at all brittle when hot; it welds easily to itself and is not brittle when cold. Below .15 per cent of silicium the elastic limit, the breaking weight, reduced section, and lengthening are not changed by a variation in the proportion of silicium. The break has more of a tendency to become crystalline. With upward of .15 per cent of silicium the elastic limit and the breaking weight increase, but less sensibly than under the effect of corresponding quantities of carbon.

Ductility is less in the absence of silicium and presents irregularities with much silicium.

A very small amount of manganese in steel will keep the carbon in a state of combination, and give to the metal the properties which characterize so clearly the steel of good quality. Steel, however, should never contain more than 5-1000 of manganese; above this limit it becomes hard and brittle, the break having a crystalline appearance, and the metal loses a great part of its tenacity. Manganese has the property of rendering steel more weldable.

Small quantities of tungsten are also added to some kinds of steel to obtain a harder and stronger metal.

Copper renders steel brittle when hot. Flat steel bars, containing copper, after tempering are black and rough.

The Different Kinds of Steel.

The different kinds of steel are:

First.—Natural steel is of a relatively low price; it is fragile when cold and easy to work when hot; it welds easily to itself and to iron, but it is less homogeneous and hard than other steel. Moreover, it is subject to flaws and does not temper well. It is used to make tools and arms.

Second.—Puddled steel is made, according to Chevalier, in two ways: It is treated with smelted steel made from spathic ores to produce some qualities of puddled steel approaching natural steel made with wood

carbon; or ordinary smithing is used to produce a puddled steel, of poorer quality doubtless, but very appropriate for the manufacture of wheels. First quality of puddled steel is beaten up almost like natural steel and is used for the same purposes and to make open hearth steel.

The puddling is done under special conditions not necessary to detail here, by fusion of the iron with a flux composed of peroxide of manganese, sea salt, and dry clay. The steel obtained is remarkable for its tenacity and ease of welding. It is given admirable qualities by preparing it with manganese iron and submitting it to cementation. Puddled steel has a uniformity at the break; it is sonorous and takes all the degrees of hardness and all the colors by heat; it has the same elasticity as ordinary steel, and can be made into tools and large hardware pieces, for which it seems especially adapted. Puddled steel of Sweden and Germany is generally of good quality; it is used for mechanical pieces and for making wheels.

Third.—Cemented steel. According to Rivmann cementation is an operation in which iron is steeled by heating it for a long time in contact with powdered carbon. The iron is combined with a hundredth part, nearly, of carbon, and is changed into steel. There are varied opinions upon the composition of the cement which is the best for the production of steel; sometimes powdered carbon mixed with a small quantity of cinders and sea salt is used, but generally pure carbon. Hard wood carbon is preferred to soft wood carbon. It is pounded and sifted. The dust is considered injurious. The carbon that has been used once can only be used for one-half the second time, and after a second heating it can not be used again.

The use of cinders has not been explained satisfactorily, and as to the sea salt, it appears that the chloride cleans the iron and prevents the silicium of the cinders combining with the iron. Too much sea salt renders the steel hard.

It is proposed to cement iron by placing in cementation ovens and covering the bars completely with the following mixture: Powdered wood carbon, 33 parts; aluminum clay, 33 parts; carbonate of lime or wood ashes, 33 parts; carbonate of potash or soda, 1 part.

Small pieces of iron are sometimes cemented in packages, which operation consists in heating them in iron or clay boxes with a cement composed of carbon, soot, ashes, and sea salt. In the manufacture of arms, the parts of the gun are cemented by the means of cast-iron kettles heated in a coke fire. The cement used is soot from a wood fire; it is moistened with urine and put between the parts to be cemented in layers. The kettle is closed with clay and placed in the oven where it is left three hours, exposed to a red, rose, or white temperature, and is then taken out and the pieces tempered one by one in cold water.

Cemented steel bars in general are more carbonized on the surface than in the interior; the break should be lamellated, white and dull. If it is brilliant in the center it proves that the iron is not completely carburetted; if the break shows very fine grains dark and gray, the steeling has been pushed too far and it is very difficult to forge. Cemented steel is as brittle as tempered steel; when it is taken from the boxes after cooling eight days, its surface is covered with bubbles. The bubbles are generally attributed to slag mixed with the iron. The carbon that it meets decomposes the oxides of which it is formed and causes a disengagement of carbonic oxide gas. This steel is refined afterward. It acquires tenacity, but to the detriment of hardness. It is easily forged, and becomes very hard after tempering.

Fourth.—Open hearth steel that is used in cycle building is prepared by submitting cemented steel to a temperature of 2,372 to 2,552 degrees F. in crucibles of refractory earth heated in blast furnaces. It is the most fragile and difficult to work of all the steels; when it is forged at a too high temperature, it shells off under the hammer. It has a very fine grain, an excellent temper, but it is with difficulty welded to iron and itself. It can also be obtained directly by the Bessemer process.

TRIAL OF AUTOMATIC CARRIAGES IN FRANCE.

PARIS, May 25.—It is perhaps incorrect to speak of the race which is to take place on June 11 and the following days as a trial of automatic carriages, as these vehicles have long since passed the experimental stage, and are now looked upon as a practical means of locomotion. The real trial was that organized last year by a Parisian journal when a large number of self-driven carriages were submitted to severe tests, though in a manner not altogether satisfactory to the makers themselves. The jury then consisted of a committee of journalists and engineers who judged of the merits of the vehicles by their safety and convenience and economy, and not by the time they occupied in covering the stipulated distance. This year it is to be a race from Paris to Bordeaux and back—a distance of about 740 miles.

The initiative of this race, which promises to become an annual one, was taken by Count de Dion, of Dion, Bouton & Cie. the makers of

A very Successful Steam Carriage,

and he was supported by Messrs. Panhard and Lavassor and many other constructors of vehicles, who at once contributed a good sum as the nucleus of prize money. This has since been swelled into a very large fund, and the awards will be a powerful inducement to makers to take part in the contest even if they are not stimulated by any other motive. There will be no restriction whatever in the number of vehicles that will be allowed to compete, and the conditions of the race are in every way extremely liberal.

Judging from the entries now being received three distinct types of vehicles will be represented—those driven by steam and petroleum, and automatic bicycles and tricycles. These last named have been coming so much to the fore during the past few months that they are certain to be a special feature in the forthcoming race, and as this will be the first occasion upon which they will be put to a severe test the issue is being looked forward to with great interest. Duncan, Suberbie & Cie. have entered a petroleum bicycle, and several others are spoken of as likely to take part in the contest. So far

Little is Heard of the Electric Vehicles,

of which several are made in England and France, but it is likely that some of these will likewise be running in the Bordeaux-Paris race.

In the last trial run from Paris to Rouen the steam carriage of Dion, Bouton & Cie. easily distanced all its rivals, and that power is especially adapted for the rough usage to which the vehicles will be put next month. For light vehicles, however, petroleum is more suitable as it can be placed in the hands of inexperienced men, and is moreover distinctly superior from an economic point of view. Whatever may be the result of the race it can not fail to give a further stimulus to automatic vehicles, which are already being used in increasing numbers in Paris, and it is believed that the time is not far distant when they will supplant every form of power for road locomotion. If this ever takes place it is certain that the cost of the carriage will have to be greatly reduced, as there are comparatively few buyers who can afford to pay from $1,000 to $1,200 for the luxury of an automatic vehicle.

A MINIATURE SEARCH LIGHT.

The accompanying cut illustrates the electric cap which has been patented in most important countries by E. D. Rockwell, of Bristol, Conn., and A. M. Rodriguez, of Brooklyn, N. Y. The invention covers everything in the way of ordinary headgear, which may be used for everyday wear when the lamp and body wire are detached. A small storage battery of about eight hours capacity is carried on the wheel or in the pocket, and a body wire leads from it to the terminal points on the back of the cap. The lamp in front is detachable in like manner, and weighs about 1½ ounces. In this simple manner a true search light is obtained, because the light is always focused in the same direction that the rider looks, and being on the visor of the cap the eyes are protected from the light, which lights up the way most satisfactorily, and will undoubtedly add much to the safety, and therefore to the pleasure, of bicycle riding at night.



A stock company will be organized under the name of the Liberty Light Co., which will probably be located in Bristol, Conn. Mr. Rodriguez is an electrician formerly with the Edison company, and Mr. Rockwell is well and favorably known to the trade as the successful manager of the New Departure Bell Co., and the inventor of the New Departure bell for bicycle, door, and fire-alarm purposes, which has come into general use.

ANDRAE BUYS VALUABLE PROPERTY.

MILWAUKEE, WIS., June 4.—The Wisconsin Marine and Fire Insurance Co. bank today sold to Julius Andrae, of the J. Andrae & Sons Co., bicycle manufacturers, the large store at 162 to 168 West Water Street for $125,000. The sale is one of the largest in recent real estate circles and was so secretly consummated that nobody knew that the deal was pending except the parties interested. The stores are at present occupied by C. Hennecke Statuary Co. and the wholesale boot and shoe firm of Beals, Torrey & Co. The leases of the firms do not expire until 1906, but Mr. Andrae is desirous of securing possession of the stores at once.

The building is a four-story structure and is built of brick. It has most excellent dock facilities and has a frontage of 82½ feet on West Water Street and is in the center of the city. It has a depth of 180 feet. It is the intention of the firm to secure if possible the use of the stores at once and to establish a larger plant and stores. The present quarters of the firm are entirely too small for the vast business now being transacted by it. Henry P. Andrae, manager of the firm, says that no plans have been formed, but he confirms the statement that the firm will take possession of the new business block as soon as possible.

D. W. Caswell has been appointed superintendent and manager of the bicycle department of Adams & Westlake, the manufacturers of stoves, who are about to go into the bicycle business on a large scale. They will turn out a high-grade wheel, which, it is said, will be fully up-to-date in every particular. With such a skilled mechanic as Mr. Caswell at the helm Adams & Westlake are bound to cut a large figure in the trade.

F. W. Osmun, whom many claim to be the real time-prize winner in the Chicago road race, has left the Woodrough & Hanchett Co. to enter the employ of the Jenkins Mfg. Co. Osmun's place has been filled by A. C. Van Nest, the former holder of the five-mile road record. W. E. Kenyon, of the I. C. C., is the latest addition to the force of the Excelsior Supply Co.

ENGLISH TRADE NOTES.

LONDON, May 25.—The law courts have been pretty well occupied with cycling trade cases lately, and really it is a pity that this should be so, for sundry doings of one or two celebrated men do not appear to be all that one could wish. The last case tried is that of Bartleet vs. Wilson, in which H. W. Bartleet, of the Pneumatic Tire Co., sued P. C. Wilson, of the Whitworth Cycle Co., for slander, in that he (Wilson) had told S. F. Edge that on the occasion of a certain race plaintiff had altered and loosened a Whitworth tandem which was to be used by two well-known racing men. In the end, the jury found for the plaintiff, damages $10. A lot of dirty linen was washed on this occasion, and doubtless the already high opinion held by some people of cycle racing in this country has been further strengthened thereby. It is indeed a pity that the sport should be so much lowered by its connection with the trade, and that the latter should be so heavily taxed to maintain a lot of men who are of no use to it.

The matter of the costs in the Philpot vs. Rudge case has been decided and Mr. Philpot has only been allowed costs on the lower scale. Therefore it is expected that there will be another cry of injustice to Ireland. Anyway the money will have to come from somewhere.

The Pneumatic Tire Co. has also been in the courts, having recently brought an action against a small firm known as the Kingsland Mfg. Co., and also against one Harry Lester [trading as Harry Lester & Co.] for infringement. Both cases were practically compromised, the defendant not appearing in the latter case, and agreeing to a perpetual injunction in the former.

Sir Francis Knollys, equerry to the Prince of Wales, has just purchased a Royal Progress safety. I haven't the least idea who is the maker of this machine, but it must be some small firm. I wonder Sir Francis does not get a cycling friend to tell him what's what.

A Fearful and Wonderful Attempt

is being made in certain quarters to revive the front driver. A Mr. Wilkinson, of Oldham, has just published a paper read by him before the Oldham C. C. in which he claims to have discovered twenty-four reasons why the front driver, or geared ordinary, is superior to the safety. Mr. Wilkinson should be invaluable as an agent for the Crypto Cycle Co. Personally I have never been able to find one advantage in the front driver, and judging how nearly the machine is obsolete here, a good many people seem to have been equally unsuccessful in their search for its merits.

It seems that a good deal of the falling off in the export trade returns lately noticed, is due to the fact that a good many machines are now exported minus tires, so that the duty upon these may be saved. This naturally materially alters the total value, so that after all the exports may really have exceeded those of previous years. This theory, however, renders any future comparisons in the export figures extremely doubtful, so that in the words of the poet, "We dun-no where we are."

The Triumph Cycle Co. has just constructed a racing safety for a very tall rider, the length of the diagonal of the frame being no less than twenty-nine inches. The lower part of the head is stayed to the diagonal by an extra tube, which gives the machine great additional strength and proves very satisfactory. Very likely some such stay as this will come into use on many machines in the near future. I quite agree with the writer in the *Cycle Trade Journal* that a machine can be built without triangles to stand a great strain, but, nevertheless, the triangular system and positive rigidity is correct.

Already the Osmond cycles are among the records, F. W. Chinn riding one of these wheels when he tied and subsequently beat the quarter-mile record last Saturday. I expect that this is only the beginning of a long list of successes.

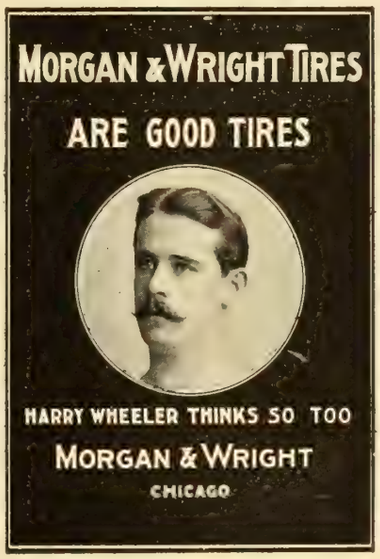
A Few of the Smaller Manufacturers

seem to be getting cheap advertisements by offering cycles as prizes to various weekly papers outside the cycling press. It is generally some unknown firm which does this, and no doubt the game pays very well, as many disappointed competitors for the prizes will do all they can to buy a cycle, rather than go without after taking so much trouble to procure one, and naturally they will frequently go to the firm giving the prize. Most of the machines so offered are worthless, or at any rate very inferior mounts.

The trade in Coventry still continues very brisk so far as the larger makers are concerned, but I have heard slight grumbling from some of the smaller firms. Prices for best machines are good, but there is a lot of cheap stuff being made which is sold at next to no profit, and doubtless does the trade harm if only on account of its poor quality. The second-hand market is also rather overstocked, and it is getting difficult to secure anything like a price for second-hand machines, unless they are of leading makes. Almost new safeties by makers of the "man and a boy" class can be had for $25 or $30.

WILL 'O THE WISP.

C. C. Murray, secretary of the March-Davis Cycle Co., was married last Wednesday at Yellow Springs, Ohio, to Miss Thompson. W. E. Davis, president of the company, attended the ceremony.



TRADE REFLECTIONS.

Last winter I heard it reported on good authority that a certain bicycle maker, whose plant is not a hundred miles from Chicago, intended this year to build 5,000 machines, of which he expected to sell only 3,000 at home; the balance were to be sent abroad, mostly to Paris, where a promising agency had been established. At the present time I understand his entire product is insufficient to supply half the home demand for his wheels. This again goes to show how far wrong sometimes are human calculations. Probably our friend thought he had performed a master-stroke of shrewd business, but if the Parisian agent had a contract for this large consignment of wheels, from which our American friend could not release himself, we can well fancy his state of mind now, under the existing conditions of trade. In looking forward to this season's business, his conservatism enabled him to see things only in the milder light of last year's experience. He fancied that with more factories in existence, and with facilities multiplied on every side, there was

Sure to be an Overproduction of Wheels in 1895.

It seems really a matter of surprise that one in so good a position to make an intelligent forecast should have so far underestimated the home demand. But after all why should American manufacturers send their wheels to foreign lands so long as there is anything like the present urgent call for them at home? Because foreign trade is profitable? It is not especially profitable. Big discounts are demanded by exporting houses and foreign dealers, and finally the net receipts are fully 20 per cent below those of domestic sales. Foreign collections also are more troublesome and uncertain. Then there is the inconvenience of supplying bicycle parts or fittings to foreigners. I have heard of an American in China who was unable to use his machine for three months while waiting for a new part, and then was obliged to wait four months longer because the factory misunderstood his order and sent the wrong thing. Of course every American manufacturer of prominence is

Bound to Receive Occasional Orders from Abroad,

even when they are not solicited, and he would be most un-American if he did not feel some interest in trying to fill such orders, but rather in a spirit of national and personal pride than as looking for lucre and advantage. But as for seeking foreign business, I am satisfied the time has not arrived when that is necessary, or is it likely to come within another year or two anyway, or possibly within a decade of years. In the meantime let it not be forgotten that American wheels are quietly being well advertised abroad by scores of American tourists on their continental jaunts.

What of the Wheel Famine?

How far does it reach? By what figures is it represented? It means a shortage of probably 200,000 machines in America alone! This sounds rather startling, but how far is it out of the way? Let us see. There are, say, 200 bicycle factories in this country. It is well known that several of the largest factories are running several thousand wheels behind their orders. Approximate an average and say each of these factories is 1,000 machines short, and the result is the big grand total mentioned. This computation may not be fair, but I challenge any one to prove by reliable figures that it is not as nearly correct as possible, from a study of the chaotic conditions of trade which now exist.

And what next? Capitalists will have their attention called to these figures by wily promoters. There will be the perennial growth of new factories. There will be something of the glamor of romance about the fresh impetus given this industry. The new manufacturer will be dominated in his restless sleep by golden

Visions of an Exalted Station and Incalculable Wealth.

There will be some successes and many failures. The news is wired across the land that a rich lead has been struck in the Dare Devil Mine. Instantly Dare Devil stock takes a jump, higher and higher, while railroads groan and creak under the weight of thousands of speculators and prospectors who are tumbling over one another to reach the new El Dorado.

And so in everything. It is an everlasting scramble for wealth and position. But let not our English cousins fancy that this feverish excitement characterizes only the American trade. Americans are impulsive, it is true, but so are the Britons under the influence of alluring stock investments; and perhaps they are even more impulsive. It was not many years ago that the stock of a certain pneumatic tire company was inflated to absurdly high figures in the British Isles. And then it was so badly punctured by inexorable fate that it collapsed and dropped with a dull thud to nihility, tolling a death-knell to the hopes of scores of greedy investors.

HOLLAND.

Two additional Class A events have been added to Friday's programme at the Illinois Division meet at Galesburg June 19, 20, and 21. They are a one-mile 2:30 class and a five-mile handicap.

NEW YORK NEWS NOTES.

NEW YORK, June 3.—THE BEARINGS' man had an interesting conversation with T. W. Eck last Saturday, immediately after his return from Waltham, where he had gone especially to see Zimmerman regarding a match race between Johnson and the "Skeeter." Tom says there was no satisfaction to be gotten out of Zimmy there, who said he would rather confer with Joe McDermott before doing anything one way or the other. In fear that nothing would come of it, Eck wired to Freehold, Saturday, direct to Joe McDermott, asking if Zimmerman would ride a match race or a series of them with Johnson for the professional championship of the world and a purse of $1,000. In the course of time, back came a reply from Freehold, reading thusly:

Zimmerman will ride no match. JOE MCDERMOTT.

Then Eck, in behalf of Johnson, deposited $250 in the hands of "Senator" Morgan, of the *American Wheelman*, and issued a challenge to the world to race with Johnny, three heats, of one mile each, best two in three, for $1,000 and the title of "world's champion." The defi holds open for one month, and stipulates that the race must be decided in three weeks, or less, after the signing of the articles.

Eck is not faking this thing in any way; he is doing what is fair and square, not even claiming the title of "champion" for Johnson after Zim's refusal to protect it. Eck says he is perfectly willing to give any man on earth a chance to win the championship in a fair contest before laying any claim to it for Johnny. Regarding the amount, Eck is willing to go as low as $500 in case whoever accepts the challenge can not raise $1,000, but on the other hand, he says rather than race for any less he would just as soon have Johnson ride for nothing but the title to be won. That Johnny is fast and fit to ride for his life there is not a doubt, but on the other hand

Had Zim Taken up the Challenge Sent to Him

the chances of victory are believed to have been greatly in his favor.

President M. L. Bridgman, of the American League of Racing Cyclists, was consulted by Eck regarding the meeting at Albany June 5, where action will be taken regarding Gideon's headstrong and undiplomatic actions. President Bridgman's idea is to move with an extraordinary amount of precaution, not to do anything in the least detrimental to the welfare of the Class B men, yet on the other hand not to stop at anything which will be for their best interests. That the A. L. R. C. will take some kind of decided action is assured, and it is liable to be anything from assuming control of all racing in America themselves to the formation of a professional league of racing men.

Regarding this last move, several of the manufacturers have expressed themselves as in favor of cash prize racing, providing of course that it could be placed under the control of some other organization than the L. A. W. The meeting between the executive committee of the National Board of Trade of Cycle Manufacturers and the president, vice-president, and Racing Board chairman of the L. A. W., which was held in this city at the board of trade's rooms during the earlier part of May, was for no other purpose on earth than to shift the control of racing from the League to the board of trade. This assertion can be backed up by good and sufficient authority.

At the meeting of the New York Board of Trade last Tuesday evening two committees were named

To Look After as Many Important Matters.

One of them, composed of the entire board, a committee of the whole, will busy itself endeavoring to secure a cycle path exclusively for wheelmen from 60th Street and the Grand Circle to the Battery (the extreme southern point of Manhattan Island). Whatever route is decided upon, will be improved, asphalted where necessary, and made continuous. The other committee, composed of Messrs. Ray, Friedenstein, Robley, Bowman, and Bill, will confer with the M. A. C. C. committee on the lights and lantern ordinance and report at the regular meeting tomorrow night.

Accidents to wheelmen are becoming of such frequent occurrence in and around Gotham that the daily papers treat them the same as though it was a case of "So-and-So was stricken with the heat today, and removed to such and such a hospital." Every morning paper contains all the way from two to a dozen such notes.

Highwaymen are reaping a rich harvest from cyclists whom they hold up in regular desperado fashion. Before long we will hear of a murder committed in which a tramp or some tough character gets the worst of it.

All eyes, minds, and anticipations are now turned toward the state division meet, June 14-15, in Brooklyn. That this will be the best attended and altogether most enjoyable gathering of this state's League members ever held, there is but little doubt. Chief Consul Potter has been hard at work on plans for the success of the meet ever since it was decided to hold the meet in Brooklyn—Potter's own city. The proposed routine of business has already been printed in these columns, and little remains to be said beyond the facts that have previously been set forth.

It will be at this race meet at which John S.

Johnson Will Make His First Professional Appearance

hereabouts. On that occasion he will attempt to lower the mile or half-mile record, with pacemakers. Johnny never was in better form than he is now and that he will prove to the world his wonderful ability at record riding there is small doubt. His suit will be something to marvel at. Manager Eck refuses to say what it is, but admits that it is a work of art not lacking in the stars and stripes of America.

Next Saturday the tri-state 150-mile road race between New York and Philadelphia will be contested under the able management of the New York *Times*. It is probable that F. W. Richt, winner of the Irvington-Milburn race, will be one of New York's six representatives. One hour before the start of the relay riders from the *Times* office on Park Row, Frank Dampman and W. H. Fuller will leave to race over the same course as the relay riders will take. It will practically be a sixty-minute handicap which they receive and it will add considerably to the interest of the event. The chances are that the pair of straightaway men will be overtaken by the relay racers at about Frankfort, from which point on to the finish in the Riverton Athletic Association's grounds, at Riverton, N. J., the contest should create considerable excitement, with the chances of finishing first decidedly in favor of the relay riders.

Among the many prizes already secured for the L. A. W. state meet races at Manhattan Beach track, not one is more commented upon by the wheelmen of this locality than the one donated by the *Mail and Express*. This prize will be gotten up in the form of a plaque, made of pure silver,

To Be Purchased from the United States Mint.

It will represent the *Mail and Express* folded in such a manner as to have the "Cyclers' Column" turned upward. In this column a report of the particular race for which this prize is given will be reproduced exactly as it appears in the *Mail and Express* the next issue after the tournament. It will make a trophy entirely novel in its get-up, and doubly valuable to the winner, who will have the history of that race engraved for all time to come on the plaque. The event for which this prize is given will be the one-mile Class A handicap.

There were several century runs taken yesterday around New York, principal among which was that of the Westchester Cycling League, which had as its destination New Brunswick, N. J., and return. At New Brunswick, dinner and a well-earned rest were taken, the return trip being over a different route than that taken on the way out. There were not as many participants as might have been expected, and yet there were twice as many as a sensible man would say should have gone. The heat was simply terrific, registering 94 degrees in the shade at 3 p. m. An even pace was maintained throughout, thanks to the experience of the task-masters at various point along the line. This was the third semi-annual century run of the League.

INDIANAPOLIS NOTES.

INDIANAPOLIS, IND., June 3.—The extremely hot weather during the past week has been a set back to the retail trade in the bicycle business.

The Progress Manufacturing Co. has opened a retail store at 63 N. Pennsylvania Street.

Entry blanks are out for the race meeting July 4. The management is surprised at the interest shown in the meeting, as a number of riders in other states have asked for information about classes. This is probably due to the fact that all the events are open, not one of the fourteen being a handicap. The management is trying to induce Bushman, who ran 100 yards at Terre Haute in ten seconds, to enter the sprint, which is a part of the day's programme, and try to break the amateur and professional record of :09⅘.

The bicycle corps of the I. L. I., which is arranging for the

Big Relay Race

from the Indianapolis *News* office to St. Louis, is preparing for the effort with spirit. For the next three weeks long-distance road riding will be indulged in to harden the muscles of the riders. Sunday a ride of almost 100 miles was made, and long runs will be made in the evenings. Next week all the emergency riders will be named, and training for the special work will begin.

Indianapolis cyclists are discussing the need of a bicycle track. The race track is good for training and racing, except that the riders' time for practice is necessarily limited. Fred Kissel has offered to build a gravel track in the new ball park if he receives any encouragement that it will be used. The track will be one-third of a mile, and will surround the field where the ball games would be played.

Will C. Payne, of the Pope Mfg. Co., is going to move from Evansville, Ind., to Indianapolis.

On Saturday evening was the opening of the Indiana Bicycle Co. in their attractive and showy new room. The Waverleys, handsome wheels at any time, looked doubly so when surrounded by palms and flowers in lavish profusion. Roses were given, and music entertained the large crowd in attendance.

ZIMMERMAN CHALLENGES JOHNSON.

ASBURY PARK, N. J., June 5.—With the consent of A. A. Zimmerman the Asbury Park Wheelmen have telegraphed a challenge to John S. Johnson to race Zimmerman during the national meet here for $5,000 a side. The distance may be selected by Johnson anywhere from a quarter of a mile to fifty miles. All the arrangements are in the hands of the local clubs.

The Royal came out with flying colors in the Decoration Day road races. At Jackson, Mich., W. A. Tinker, mounted on a Royal, secured first place and first time prize. In the Colton road race at Toledo, Ohio, Ed Ballantine, mounted on a Royal, won first place prize, first time prize, and also secured a special prize for breaking the record for the course.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

"OUR MIKE," AND OTHERS.

M. F. Dirnberger, on a Syracuse, with Morgan & Wright tires, celebrated Decoration Day at Fountain Ferry track, Louisville, Ky., by breaking the two-mile, flying start, paced, Class B record held by Johnson. The time now stands 3:51⅘; 2⅘ seconds off the former record of 3:54⅗. The day before, paced by a quad, he broke Johnson's flying start mile record of 1:47⅗. The mark is now 1:45 flat. His first record of the season was made the day before that, a third-mile flying start, unpaced, clipping Gardiner's former record of 38⅕ down to 36⅖.

Some More Decoration Day Events.

Monte Scott, on a Spalding, with Morgan & Wright tires, won time prize in the Irvington-Milburn twenty-five-mile road race in 1:12:03.

E. L. Lefevre, of Dayton, O., on Morgan & Wright tires, broke the state road record for twenty miles in competition at Lima in 58:27.

O. E. Towle, of Auburn, Me., on Morgan & Wright tires, won the state mile and half-mile championships at the tenth annual spring meet of the Maine Division, held under the auspices of the Portland Club. He also won third time in the one-mile open.

At Duluth, Minn., ten-mile road race Morgan & Wright tires won first and second time. Time, 27:32, state record.

H. Swigert, on Morgan & Wright tires, won second place and second time from the 3:30 mark in the Weldon road race, Weldon, Ill.

Tom McAleer, on Morgan & Wright tires, won the ten-mile match race, tandem paced, at Los Angeles, Cal., in 24:28.

J. E. Wertman, on Morgan & Wright tires, won first time in the Mansfield, Ohio, ten-mile road race in 33:16.

Sam V. King, of Ashtabula, Ohio, on Morgan & Wright tires, won first in the two-mile handicap at Cleveland, Ohio, in 4:42.

J. C. McKee, of Warren, Ohio, on Morgan & Wright tires, won the quarter-mile, half-mile, and one-mile scratch events at Youngstown, Ohio.

A. B. Hoagland, on Morgan & Wright tires, won first time and first place in the North Platte, Neb., twenty-mile road race, in 1:32:40.

Fred Cowles, Geo. Wharraw, and Chas. Hawes, each on Morgan & Wright tires, won respectively first, second, and third place in the Ashtabula, Ohio, ten-mile road race.

Chas. Hofer, of St. Paul, Minn., on Morgan & Wright tires, won first time in the Minneapolis road race in 37:05⅗, and W. E. Becker, of Minneapolis, on Morgan & Wright tires, won third time.

A. F. Senn, on Morgan & Wright tires, won second time at Rome, N. Y., in the half-mile Central New York championship, third in the one-mile 2:35 class, and third in the one-mile handicap.

C. H. Barrer, on Morgan & Wright tires, won first time in the Peoria, Ill., Bicycle Club's ten-mile road race, and L. W. Flint, Thomas Garside, and P. Bradshaw, each on Morgan & Wright tires, won third, fourth, and fifth time.

Harry D. Elkes, of Glens Falls, N. Y., on Morgan & Wright tires, won second in the two-mile handicap at Albany, N. Y., and A. E. Weinig, of Buffalo, on Morgan & Wright tires, won third in the quarter-mile, half-mile, and one-mile scratch events.

F. B. Stow, of Conway, Mass., on Morgan & Wright tires, won second time in the one-mile open race at East Hampton, Mass., second in the one-mile handicap, and first in the half-mile open in 1:09⅗. He also rode an exhibition mile in 2:11⅕.

F. Van Dusen, on Morgan & Wright tires, won first in the half-mile open race at Bay City, Mich., in 1:15, and first in the two-mile handicap in 5:34. C. S. Wills, on Morgan & Wright tires, won second in the mile novice and third in the five-mile handicap.

H. E. Caldwell, on Morgan & Wright tires, won first time in the half-mile open Class A event at Manchester, N. H., in 1:14. J. H. Fitzgerald, on Morgan & Wright tires, won second time. In the one-mile tandem race, Caldwell and mate won first time in 2:23 and C. J. Pope and mate, Reynolds, on Morgan & Wright tires, won second time.

C. R. Coulter, on Morgan & Wright tires, won the two-third-mile open Class B event at Waltham, Mass., in 1:30. He also won third in the one-mile open. In the one-mile handicap, Class B, Colin Harbottle, on Morgan & Wright tires, won second. Mayo and Saunders, on Morgan & Wright tires, won the one-mile tandem handicap, Class B, in 2:05.

J. E. Adernathy, of Leavenworth, Kan., on Morgan & Wright tires, won first place in the Waldo Park road race, Kansas City, Mo., in 31:25, and E. P. Pendleton, on Morgan & Wright tires, got second in 31:24, starting from the 6:00 and 5:30 marks, respectively. Tom Hilliard, on Morgan & Wright tires, started from the 4:30 mark and made 31:43.

Murphy, on Morgan & Wright tires, won first in the 1½-mile handicap, at Columbus, Ohio, in 2:46⅖, and first in the 2¼-mile handicap, in 5:43⅖. Bauk, on Morgan & Wright tires, won first in the one-mile 3:00 class, in 3:02⅖. Swain and H. B. Bigelow, on Morgan & Wright tires, won second and third in the half-mile race.

Will Coburn, on a Syracuse, with Morgan & Wright tires, won first in the one-mile handicap Class B, at St. Louis, in 2:21⅖; first in the one-mile scratch Class B in 2:15, and second in the five-mile handicap. His brother, J. W. Coburn, on Morgan & Wright tires, won second in the one-mile scratch, and G. A. Maxwell, on Morgan & Wright tires, won third in the same event. R. E. Miller, on Morgan & Wright tires, won the five-mile handicap in 12:33.

G. E. Holcombe, on Morgan & Wright tires, won first time and place in the two-mile scratch race at Jackson, Mich., J. M. Holcombe, on Morgan & Wright tires, second, and W. C. Elms, on Morgan & Wright tires, third. In the ten-mile handicap James Hookwith, on Morgan & Wright tires, won second place in 36:32; H. E. Watkins, on Morgan & Wright tires, won fourth place and second time in 34:37, and Bob Saxton, on Morgan & Wright tires, won sixth place in 36:54.

C. M. Evans, on Morgan & Wright tires, won first in the one-third Class B event at Salt Lake City, in :45½, also first in the one-mile open Class B, in 3:10⅖, and in the quarter-mile Class B in :33⅕. George L. Weiler, on Morgan & Wright tires, won second in both races, and third in the two-mile handicap. "Maddox" Hyde, on Morgan & Wright tires, won second in the two-third-mile open Class A, second in the one-mile handicap, and third in the one-mile open.

L. Franks, on Morgan & Wright tires, captured both time and first place in the Dixon, Ill., twelve-mile road race, time 36:10. C. C. Ingraham, on Morgan & Wright tires, won second time.

J. B. Kleiman, on Morgan & Wright tires, at Charleroi, Pa., won first place in the ten-mile road race, his time being 33:11.

In the 17¾-mile road race at Champaign, Ill., F. Falburg, on Morgan & Wright tires, took fourth place and first time in 50:23; D. Keller, on Morgan & Wright tires, got first place.

In the Danville, Ill., ten-mile road race, Morgan & Wright tires won first place in 30:32.

MORGAN & WRIGHT, CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

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ST. LOUIS NOT DEAD YET.

ST. LOUIS, MO., June 3.—The Shelbina Cycle Club intends to do itself proud in the management of the division meet July 3 and 4. Runs to Paris, Macon, and Moberly, with an entertainment at the Opera House in the evening, have been arranged for the first day, and a parade, concert, races, and a big smoker for the second day. Shelbina is situated 151 miles from St. Louis on the Burlington route, and a half rate for the round trip has been secured, so that under the circumstances the delegation from St. Louis will be a large one. The races on the afternoon of the Fourth will be held on the half-mile clay track at the fair grounds. The track is well drained, and can readily be made good and fast. A good programme of races has been arranged, and the prizes are guaranteed to be of the advertised value.

"He Didn't Mean it."

The action of the Associated Cycling Clubs in appointing a committee to confer with Councilman Ferris in regard to restrictive legislation evidently set some of the other city fathers to thinking. At any rate Councilman Heckel brought himself into notoriety last week by introducing an ordinance which stipulated that all cyclists over twelve years of age should pay a license of $2 per year, and that the speed in the city limits should not exceed six miles an hour. This brought such a storm of wrath from cyclists about his ears and the daily papers gave so much space to the plaints of the wheelmen, that Councilman Heckel said that "he didn't mean it"; that he never expected the bill to pass, and that it was only introduced to give the council something to work on. But any councilman who would introduce such a poor excuse for a just ordinance as that was, and showing as little knowledge of the needs of the class against whom it was aimed, will bear watching when the next election rolls around. Lack of brains is just as serious a charge as boodling.

The joint meeting of the Pastime Athletic Club, the Pastime Gymnasium Association, and the Pastime Realty Co. was held last Friday, and the affairs of the Pastime Athletic Club were minutely gone into. It was shown that their liabilities were about $4,000, and that they had coming to them in outstanding dues about $2,000. After discussing the matter pro and con it was decided to engage John A. Stockwell, former manager of the old Missouri gymnasium, to manage the club. The club has shut down for two weeks to effect a reorganization, in which the very young element and the ladies' classes will be frozen out. As one of the reorganizers expressed it, "It will be a club run for men by men."

Entries for Forest Park Race.

Entries for the Forest Park road race closed with eighty entries, twenty-four less than last year. It is hard to discover the reason for this, as the prize list is more valuable than last year, and the race has been well advertised. Be the reason what it may, the list contains the names of some of the fastest men in the country—W. W. Hamilton, of Denver; P. A. O'Connor, of Buffalo; C. H. Peck and Tracy Holmes, of Chicago, who will battle with the local cracks for the *Post-Dispatch* diamond medal, which is up for first time prize. Bert Harding, Dave Coburn, Alex Laing, G. A. Maxwell, and Ross Miller are a group from whom the most likely local man for time winner can be picked. Harding and Laing have been training over the course and are riding fast, but the rest of those named have been doing their training on the Pastime track. W. M. Rosborough has the onerous job of handicapping, and it will be Friday morning before his work will be completed and made public.

Louis and Dave Coburn, Alex and Bob Laing, Ed Grath, O. K. Bovard, and Geo. Tivy were the representatives from here to the Waldo Park road race at Kansas City, but they came back with a long tale of woe. They got the worst of it in the handicaps to start with, and in the race Alex Laing, Dave Coburn, and O. K. Bovard punctured, throwing them out altogether. Ed Grath got third time from scratch, and Bob Laing got fourth time and sixteenth place from the 2:30 mark.

ON WET ROADS.

PITTSBURG, KAN., June 1.—The first annual Pittsburg road race, run on Decoration Day over a ten-mile course, under the auspices of the Pittsburg Wheelmen, was won by Kamerzel. The roads were wet and there was a heavy head wind for half the distance.

PO.	NAME.	HDCP.	TIME.
1	Kamerzel	1:00	36:00
2	Maxwell	3:00	38:15
3	Stower	2:00	37:55
4	Fontaine	Scratch	36:30
5	Lanyon	2:00	39:45
6	Carlton	3:00	41:00
7	Aikman	2:00	40:15
8	Waskey	1:00	40:00
9	Pumphrey	2:00	41:05
10	Beck	3:00	42:20
11	Wagner	Scratch	39:30
12	Taylor	3:00	42:30

First time was won by Kamerzel, Fontaine getting second, and Stower third.

Both first and time prizes were won by riders of the Stearns in races at Saratoga, N. Y., and Knoxville, Tenn., May 30, while George C. Adams, the southern champion, won time prize and second place in the twenty-five-mile road race at Orlando, Fla., on a Stearns the same day.

SEE THE EVIDENCE!

EVERY "STANDARD" CYCLOMETER CARRIES WITH IT THE MOST LIBERAL AND UNQUALIFIED GUARANTEE EVER PLACED ON ANY ARTICLE OF MERCHANDISE.

HOME LIFE INSURANCE COMPANY,
New England Department.
LOUIS H. SCHNEIDER, Gen. Mgr

BOSTON, MASS., May 20, 1895.

In re Cyclometer.

NEW YORK STANDARD WATCH CO., 11 John St. New York.

GENTLEMEN: I beg to acknowledge the receipt of the new Standard Cyclometer in exchange for the one damaged and returned to you. Please accept my thanks. If you desire to refer to me, both for the correctness of your cyclometer, as well as the readiness with which you make good your promises, I am at your service. Yours truly,

LOUIS H. SCHNEIDER, General Manager.

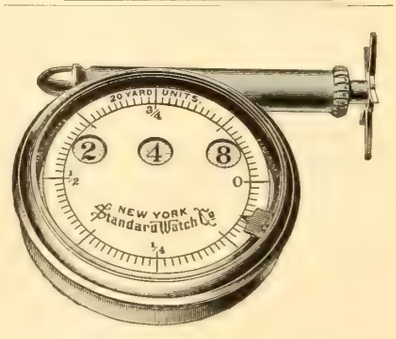
NEWARK, N. J., May 3, 1895.

NEW YORK STANDARD WATCH CO., 11 John St., N. Y. City.

GENTLEMEN; I owe you cordial thanks for your kindness in sending me a new cyclometer for the old one which had been injured, and for your promptness in attending to the matter.

This proof of the character of your guaranty is very gratifying to me, and I will endeavor to compensate by recommending so good an article wherever I have an opportunity.

Yours very truly, W. W. WINNER.



ÆTNA INSURANCE COMPANY OF HARTFORD,

HARTFORD, April 29, 1895.

THE NEW YORK STANDARD WATCH CO.

DEAR SIRS: The cyclometer reached me in good order this morning, and your generosity and promptness is fully appreciated by me. I shall never lose an opportunity to put in a good word for you amongst my cycling friends. Yours truly,

JOS. W. RUSSELL.

SYRACUSE, N. Y., May 8, 1895.

MESS. N. Y. STANDARD WATCH CO., 11 John St., N. Y. City.

DEAR SIRS: Received from you today cyclometer and letter that there would be no charge on it, which rather surprised me.

I had hardly expected that there would be no charges on it, but shall remember, and anything I may be able to do for you at any time will be gladly done. I remain,

Very truly yours, EDWARD J. THOLENS.

AURORA, ILL., May 10, 1895.

N. Y. STANDARD WATCH CO.

GENTLEMEN: I beg to thank you for your liberality and promptness. The "Standard" seems to be the cyclometer for which the cyclists have longed. Even in this city a wheel looks incomplete without one Yours respectfully,

FRED HARIZELL, 29 West Ave.

The New York Standard Watch Co.

11 John Street, New York.

103 State Street, Chicago.

Pacific Coast Agents:
Pope Manufacturing Co., 344 Post St., San Francisco.
Overman Wheel Co., Larkin and McAllister Sts., San Francisco.

Mention The Bearings

A REMINISCENCE OF FRANK LENZ.

While overhauling a drawerful of old photographs the other day the writer came across one of more than passing interest. It was simply a race scene taken in the good old days when amateurism had the true ring; when a man raced for the glory of winning and not for a living; when makers' teams and Class B were unknown. But the fact that made the picture interesting was that it was taken by poor Frank Lenz, the plucky American who was so cruelly murdered by the Kurds.

The picture was taken at a meet held in St. Louis in August, 1890. Lenz had ridden all the way from Pittsburg on an ordinary, carrying with him



his camera, the outfit weighing some forty pounds. Lenz's touring instincts were developed even in those early days and he thought nothing of the ride. The picture is that of the mile open and among the starters are Bert Harding (the best rider in St. Louis) and Van Sicklen. Starting the latter, who is on the outside, is W. C. Thorne, then "king of safety riders." Just who won the race escapes our memory.

Poor Lenz's fate was a sad one and there are many wearers of the League's veteran bar who have shed a silent tear to the memory of the brave lad. One of the last letters received by C. G. Petticord, of Pittsburg, Lenz's chum, was from Rangoon, Burma, written September 11, 1893. It reads:

FRIEND CHARLEY AND FRIENDS: I finally reached the coast of Burma, 170 north latitude. I have now wheeled and traveled afoot 10,000 miles except 80 miles.

6,342 miles in United States and Japan.
2,884 miles in China.
694 miles in Burma.

9,920 miles (about 2,000 miles of this afoot);
6,000 by water, Pacific and Yellow seas.

Burma is a mass of water; swamp and rain in summer; nowhere is there passable country to India by the west coast. I had to travel 694 miles south to get roundabout to India. I ship to Calcutta, north from here, repair broken parts of old "Vic," and then really cycle in earnest again, as India is reported fine.

I am happy, well, and in the best of spirits, the hardest part of the globe being now accomplished.

What news? What tidings do the papers give of me? I never hear from America; it's all Asiatic and English news here.

Regards to all the friends.

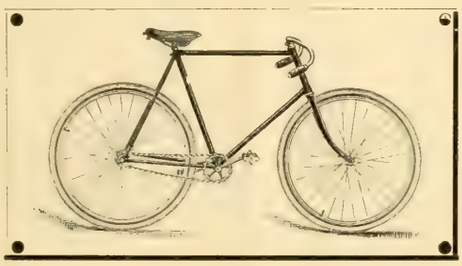
We meet in '94. Yours truly, F. G. LENZ.

THE EXPERIMENT A PAYING ONE.

CLEVELAND, OHIO, June 3.—The Cleveland Wheel Club's experiment in trying the Glenville Driving Park for cycle racing was a very successful one. People said that the crowd being used to going to C. A. C. Park, only five minutes from the center of the city, would not go such a distance (four miles) to see the races, especially as the city was full of counter attractions upon the same afternoon, and the situation looked serious. Fears were groundless, however, for they not only drew the largest crowd that ever attended a cycle meet in Cleveland, but the character of the attendance was away above the average. The chances for a new third-mile track now look brighter than ever, and Glenville seems to have the call. The scheme now is to build it there and have the finish where it is at present, on the mile track, arranging the smaller track to so conform, instead of having the entire third-mile track inside the larger oval. The third can be fenced off during horse racing time.

Harry L. Stevens, the young man who was so seriously injured in the road race on Decoration Day, is in a fair way to recover. The carriage pole struck him a glancing blow in the side, but the gash was large enough to hold two handkerchiefs. Had he been struck squarely certain impalement would have been the result. As the abdominal wall was not pierced the doctors say he will recover if blood poisoning does not set in, and they reason that that is not probable owing to the fine condition he was in at the time of the accident.

Thurber, on an H. T. scorcher, won time prize in the Peoria road race.



BE PATIENT . . .

A GOOD THING IS WORTH WAITING FOR.

The best proof that a thing is good is the demand there is for it. The public at large are not to be deceived, and when the demand for an article is so great that with the best efforts of the makers it can not be supplied promptly, you can rest assured that it has true merit, and is worth waiting for. Be patient, and do not go and buy some cheap bicycle that you can get at once, because you have to wait a little for a Tribune. It will pay you to wait. The Tribune is a good thing and all the best riders are getting it. It is the only wheel that has the Cycloidal sprockets. Ask your scientific friend if any other form of sprocket is correct.

Be patient, every order will be carefully filled in its turn. We can not give any one preference.

SEND FOR CATALOGUE. THE BLACK MFG. CO., ERIE, PA.

THE MIAMI.

The Miami is being manufactured by one of the oldest and best established concerns in Ohio, the Miami Cycle Mfg. Co., of Middletown, Ohio, which is being thoroughly equipped with the latest improved tools and machinery for bicycle manufacturing. The crank axle in the Miami is forged on the cranks and coupled in the center with a clutch and sleeve, which is within itself an absolute guarantee of strength and durability. The bearings are placed in the bosses or hubs of the cranks, and are from 1¼ to 2 inches farther apart in the same width of tread than in many other wheels. The adjustment of the bearings in the crank-hangers is very simple and entirely new. The tubing for frames is twenty-two gauge. The wheel base is forty-seven inches; height of frame twenty-three, twenty-four, and twenty-five inches. The full roadster weighs from twenty-one to twenty-two pounds, actual weight. The Miami is a $100 wheel.

GOT A HEAVY SENTENCE.

COLORADO SPRINGS, COLO., June 4.—George Bell, colored, aged fourteen, who stole a bicycle, was convicted last Monday, sentenced to the reform school for nine years, and taken there by the sheriff today. About the first of the month Hext & Williams rented a lady's wheel, and a few days later it was stolen from the porch of the house during the early evening.

Bell hid the wheel in a vacant barn near his home, and knocking off the brake and lantern bracket he rode it at night. A gentleman saw him go to the barn with the wheel, and after he had left secured the name and number of the machine and reported to the dealers. The police were notified and caught Bell the next night when he went to the barn to get the machine.

What are the South Side women who wear bloomers and ride bicycles at night thinking of? The law requires them to carry lamps on their wheels. They do not obey the law. They are even riding down the guardians of the peace. Two policemen in one night have been run over by them and sent to the hospital. At this rate they will soon annihilate the South Side police force. The fair creatures in the enjoyment of their new freedom must remember that pedestrians have some rights, and that when a policeman orders them to stop they must stop, not run over him and grind him into the macadam or asphalt. If this thing spreads, and if the dear creatures are allowed to run at night without lamps, the avenues of the South Side will soon be strewed with dead and mangled victims. The girls are pretty on their wheels, their trousers are pretty, and the exercise is exhilarating, but they must not turn their new freedom into a debauch of human destruction. —*Chicago Tribune.*

The lamp question is bothering Chief of Police Badenoch, of Chicago, and he has consulted the corporation counsel on a knotty law question. According to one interpretation of the law the police have no right to arrest a rider without a license. The only thing an officer can do is to take the person's name and address and cite him to appear in court. If the corporation counsel reports that this ruling is right, Chief Badenoch will so instruct his officers.

The winnings of "The Yellow Fellow" on Decoration Day were many, covering the whole country. Riders of the Stearns distinguished themselves in the Irvington-Milburn, at Waltham, Plainfield; Rome, Auburn, and Saratoga, N. Y.; Manchester, N. H.; Nashville, Tenn.; Portsmouth, Ohio, Orlando, Fla., and many other places.

M. C. Henley, who is so widely known as a manufacturer, and who made a very large fortune several years ago in the roller-skate business, is making active preparations to manufacture high-grade bicycles, and is equipping his large plant at Richmond, Ind., with the best modern machinery designed for such purposes.

The annual road race of the Mendota (Ill.) Cycle Club was held last Tuesday. The course was six miles over earth roads. The first prize, a silver cup, was won by Howard Wilson, time 21:08½; Art Clinite, second, 21:08¾. The time prize was won by Lou Franks, time 18:08. There were ten entries.

The Sterling Cycle Works are in receipt of a very flattering letter from E. C. Alvord, secretary and treasurer of the well-known Shultz Belting Co., of St. Louis. He writes that so great is the demand for Sterlings at this time in St. Louis that he was the other day offered $130 cash for his second-hand Sterling, and refused it.

Dirnberger thinks Eddie Bald will be on top this year. Otto Ziegler, "Dute" Cabanne, and Gardiner will be close up, he thinks, and he hopes to be in with the first six himself. Speaking of Bald, he said: "Eddie ought to get close to the top of the ladder. He's got it in him and no mistake."

"Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago. * * *

F. W. Wood, vice-president of the Indianapolis Rubber Co., is in Chicago on a short visit.

T. W. Tignor, of T. W. Tignor & Son, Richmond, Va., is in Chicago trying to buy bicycles at any price.

PEERLESS
RIDERS MAKE THE RECORDS!
AGENTS MAKE THE PROFITS!
WRITE US AND FIND OUT WHY.



E. A. McDuffee Won First Time Prize

In the Great LINSCOTT ROAD RACE, May 4, in 1:12:08,
and this is the wheel he did it on—

THE PEERLESS BLUEBIRD LIGHT ROADSTER!





THE PEERLESS MFG. CO.
CLEVELAND, OHIO.

ALUMINUM
.....RIMS.....

DID YOU NOTICE

THAT THE GREAT

CHICAGO ROAD RACE

WITH OVER 500 ENTRIES

WAS WON BY HOMER FAIRMON

ON A 19-LB.

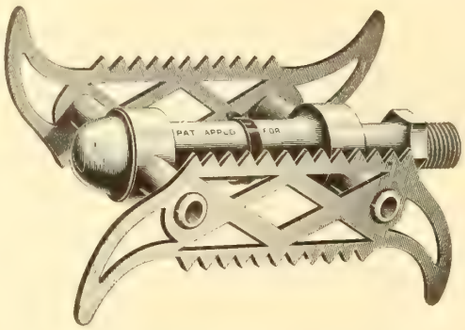
EAGLE ROAD RACER

FITTED WITH ALUMINUM RIMS?

WOODROUGH & HANCHETT CO., CHICAGO, ILL.
DISTRIBUTING AGENTS.

THE EAGLE BICYCLE MFG. CO., MAKERS, TORRINGTON, CONN.

HIGHEST GRADE. HIGHEST PRICE.



"And the 'poor' pedal when pushed upon, in mechanical rottenness at once reveals the wily salesman's lies."

Not so with

THE RECORD PEDAL

Use demonstrates its perfection.

Record Pedal Mfg. Co.

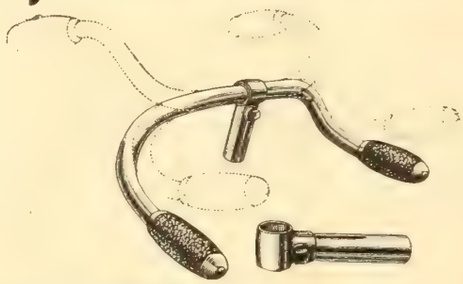
243 Columbus Ave.,

ARTHUR SIDWELL, Mgr. BOSTON, MASS.

Mention The Bearings

The Ideal Adjustable Handle-Bar

The simplest, lightest, and most effective bar in the market. We make them in 18, 19, and 20-gauge tubing, with a stem to fit any head. Lengths 3, 4, and 5 inches long. Width of bars 16 to 20 inches. Weight 15 ounces up. Price complete,



$4.00

IDEAL PLATING CO., Patentees and Manufacturers, 3 Appleton St., Boston, Mass., U. S. A.

ANGLO-AMERICAN CYCLE FITTINGS CO., of 105-107 Chambers St., N. Y.

Agents for United States outside of New England.

We also sell the stem separate to the trade, which can be fitted on other bars. Liberal discount to the trade. Mention The Bearings

BALD'S RACING CAREER.

The history of E. C. Bald's racing career is one of the most interesting in cycling chronology. Bald is a native of Buffalo, N. Y., where he was born January 27, 1874. His family is one of the most highly respected among the older residents of Buffalo, He received a liberal education in the public schools there, and first rode a bicycle—which, by the way, was a Veloce Columbia—in 1890.

In January, 1891, he witnessed the indoor bicycle races at the State Arsenal, in Buffalo, and was filled with a desire for glory on the cycle path, which was not gratified, however, until late in the summer of that year, when he won the Roamers' Bicycle Club championship, in a twenty-mile road race, from scratch in 1:16:00. In January, 1892, he competed at the arsenal indoor events, and won the mile novice and 3:30 class, which victory he further supplemented by winning the Buffalo one-mile city championship at the state meet there in June. He continued to do more or less riding during the season with indifferent success, and it was not until August, 1893, at Troy, N. Y., where he won every event in which he competed, a total of nine races, that his real reputation as a winning rider was established. While in Troy he joined the Columbia racing team, and at Hartford, on September 4 and 5, distinguished himself by taking three first places, one special prize for the half in the mile international, one second and one third place, and beating out W. W. Windle in the quarter mile. At Springfield, a few days later, he won the half-mile, 1:10 class, in 1:03⅖—the present record for competition scratch event of that distance—and was well placed in the other races.

During the season of 1894 his first noteworthy performances were his world's half-mile competition record of one minute and the half-mile national championship at the national meet at Denver in August. At Springfield, on September 13, he earned the title of the "Cannon Ball" by the manner in which he defeated a field of eleven competitors, including Sanger, Johnson, Bliss, and Cabanne, in the one-mile international, establishing a world's competition record of 2:05⅘.

His recent performances at San Jose, Cal., where he reduced the world's competition records for one mile (his own) to 2:04 flat, and the two mile to 4:15⅕, and incidentally, in the latter event, one-mile flying start competition to 1:59⅖, are too fresh in the public mind to call for extended comment here. Bald's riding weight is 170 pounds, and the appearance of his well-knit muscular figure on the track, clad in the blue and white Columbia racing costume, always calls forth an enthusiastic greeting, as the "Duke of the Track" is exceedingly popular.

BICYCLE MANAGER WANTED.

We have an excellent position for a first-class bicycle sales man and manager of a retail bicycle business and repair plant, employing from ten to twenty men, and the right man can get an excellent position. We want a man that is thoroughly honest, understands his business, of the best of habits, and would prefer one who could invest from $1,000 to $3,000 in the business, although this is optional. Write us fully, with references. Address RELIABLE, care "The Bearings."

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

WANTED, A PARTNER.

I have recently bought up the stock of a large bicycle company and am increasing the plant by erecting new buildings, etc., and expect to turn out 10,000 bicycles in 1896. Would like to take in a partner who would be able to assume the general management of the business and put in about $50,000. Address, MANUFACTURER, "The Bearings."

YOU KNOW NOW WHO WON THE RACE

And it you don't know the merits of

THE JAMES and GLADSTONE

Ask a rider of either one and be wise in time.

JAMES CYCLE IMPTG. CO., 103 Adams St., CHICAGO.

Mention The Bearings

TRADE HAPPENINGS.

NEW YORK, N. Y.—The United Cycle Co. has been incorporated with a capital stock of $10,000, the directors being J. B. Pendleton and J. L. Douglas, of New York City, and M. L. Ohr, of Brooklyn.

RACINE, WIS.—Spencer Hall and others are reported to be organizing a company, with a capital stock of $50,000, to manufacture a newly patented bicycle, the patent of which is owned by Mr. Hall.

MAPLEWOOD, MASS.—Fernald & Bliss, bicycles, have opened new store in the Maplewood Block.

WASHINGTON, D. C.—The Gendron Iron Wheel Co., of Toledo, Ohio, has opened a branch at 912 Pennsylvania Avenue for the sale of the Gendron bicycles, with R. B. Bond as resident manager.

NEW YORK, N. Y.—The Anglo-American Cycle Fittings Co. has removed its business to 105 Chambers Street, where it occupies the entire fourth floor. This company has just put on the market a new celluloid tipped cork handle, in white, black, and imitation tortoise shell.

ALEXANDRIA, VA.—The Brott Electric Bicycle Co. has amended its charter, changing ts name to the Brott Rapid Transit Co., and increasing its capital stock to $30,000,000.

COLLINSVILLE, ILL.—Kirschbaum Hardware Co. has been incorporated with a capital stock of $5,000, and will take up bicycles.

TERRE HAUTE, IND.—Macauley Bros., stationers, have opened a bicycle department, and report business satisfactory.

WASHINGTON, D. C.—Central Bicycle store has commenced business at 402 Fifth Street, N. W.

PHOENIX, ARIZ.—Galpin & Hanny, bicycles, foreclosure sale reported ordered on real estate mortgage. against A. Galpin and others.

LAFAYETTE, IND.—R. L. Jaquey, books and stationery, has added a bicycle department, handling the Spalding.

SAN DIEGO, CAL.—C. H. Edwards, bicycles, has been succeeded by a new firm, under the name of Tibbals, Hannahs & Cobb.

GAS CITY, IND.—J. R. West is introducing the Universal Tire Setter.

WASHINGTON, D. C.—G. N. Cross, 610 Thirteenth Street, N. W., is organizing a company to manufacture an improved bicycle lock, which has received the commendation of many prominent bicycle men. The important feature about it is, that it is fastened to one of the bars of the bicycle, and does not have to be carried in the pocket, as with other bicycle locks. Mr. Cross is preparing to place a small quantity of stock in the new company. The lock will probably sell for $1.

FORT BRAGG, CAL.—George A. Johnson, bicycles, reported as having sold out.

INDIANAPOLIS, IND.—The Hay & Willetts Mfg. Co., who manufacture the Outing bicycle, have moved into larger quarters at 76 N. Pennsylvania Street.

SPRINGFIELD, MASS.—Charles R. Harradon & Son, bicycles, reported as having recorded chattel mortgage for $200.

MINNEAPOLIS, MINN.—Minneapolis Cycle Mfg. Co. has been incorporated.

RACING BOARD BULLETIN.

Chairman Gideon, in his weekly bulletin, makes the following announcement:

H. L. Williams, Santa Paula, Cal.; G. A. Phillips, Denver, Colo., and C. Gans, Brooklyn, N. Y., are transferred to Class B, under clause b, Class A rules.

B. W. Twyman, Chicago, Ill., transferred to Class B under clause (f), Class A rules.

Under clause a, amateur rule, Jay Eaton, Elizabeth, N. J.; James Zimmerman, J. Kroh, J. Conlon, and James Keefe, of Philadelphia, Pa., are hereby declared professionals.

Horace Slater, Los Angeles, Cal.; Win Runyan, Urbana, Ohio; James Willis, Westfield, N. J., and —— Kiser, Dayton, Ohio, are hereby suspended pending investigation.

A VALUABLE COMPENDIUM.

"The Cyclist's Handbook," issued by the American Wheelman Publishing Co., 23 Park Row, New York, is one of the most valuable compendiums of racing ever published. Just at this time, when racing has just begun and the riders are training, this handbook will prove invaluable. It gives sketches of all the racing men with their modes of training, as well as their records. It also gives information on how to run race meets, with full instructions to all the officials. The price is only 10 cents prepaid, and it should be in the hands of every racing man and lover of the sport. Stamps or silver accepted. * * *

BICYCLE PLANT FOR SALE.

A bicycle plant with a capacity of from 1,200 to 1,500 machines, including first-class nickeling and enameling department, located in a western city, and the principle stockholders being interested in other busines can not give it the time and attention necessary. To a party who is contemplating going into the bicycle business the opportunity is a splendid one to step into an already established trade. The present owners would retain part of the stock if desirable. Address EXCEPTIONAL, care "The Bearings."

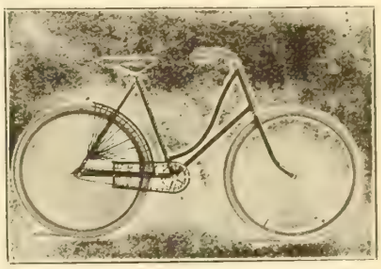
The pneumatic pads made by the Sager company, of Rochester, are proving a great success and having a wide sale. W. S. Bull, secretary-treasurer of the New York Division, writes as follows: "I would not ride without the pneumatic pads now for five times the price. I commenced riding the bicycle in 1881, and have in the past fifteen years used almost every make of saddle, but never knew what actual comfort was until I commenced using your pneumatic pads.

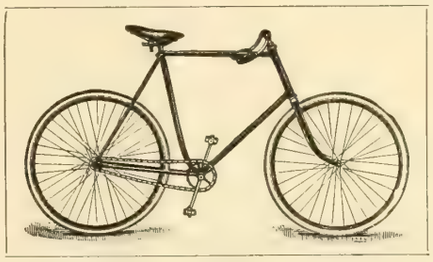
The Crown Mfg. Co., of Providence, R. I., has applied for a charter to increase capital to $100,000, paid in, and will commence work at once on a new three story factory building. The company plans an output of 6,000 machines for 1896, contracts for a large portion of these being now under consideration.

The Monarch Cycle Co. is shipping on an average 200 wheels a day. Last Monday it sent out 332 and on Tuesday 341.

WADSWORTH'S ROAD GUIDE
CONTAINS:
CHICAGO ROAD RACE COURSE.
Maps of Illinois and Wisconsin.
Postpaid for 50c. Agents wanted.
C. F. WADSWORTH, 1104 Owings Building, CHICAGO.

THIS IS THE ORIGINAL
PEPPERMINT FLAVORED
CHEW WHITE'S YUCATAN GUM.
CHEWING GUM
To relieve the distressing pains of
DYSPEPSIA AND HEARTBURN.
CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.
The only chewing gum factory open to visitors at all times.
W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

THIS IS ONE
of those pretty little ladies' bicycles that have become so famous this year on account of their light weight and beautiful finish. THE LADY TEMPLE strips at 20 lbs., and weighs, everything on, 23 lbs. Prompt deliveries are guaranteed to responsible parties.

RALPH TEMPLE CYCLE CO.,
2208 MICHIGAN AVE. - - CHICAGO, ILL.
Mention The Bearings

"OH! I DON'T CARE

What I buy, what I sell, or what I trade for." We don't want this style of bicycle agent or purchaser. We want a man that takes pride in the QUALITY of the bicycle he sells. This is equal to saying that we want good Keating agents.
FREE CATALOGUE . . . .
WHAT IS YOUR ADDRESS?
Mention The Bearings
KEATING WHEEL CO., Holyoke, Mass.

The Everett House
is headquarters for all bicycle travelers.
Everett House, Union Square and 17th St.,
NEW YORK.

The Clifton House is Headquarters for all Wheelmen....
The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.
Cor. Wabash Ave. and Monroe St.
A couple minutes walk to Cycle Row.

It's a good thing and you can push it along.
WHAT IS? WHY THE
POORMAN BICYCLE
J. E. POORMAN,
5 WEST FIFTH ST., CINCINNATI, OHIO.
Jobber of Develine Whistles.
Orders filled promptly.
Mention The Bearings

STOLEN.—May 29, Columbia double diamond, Model 37, No. 902. Ten dollars reward. C. R. GROUT, 128 Fifth Avenue, Chicago.

O. C. TIRES
I. C. "
G. & J. "
CRESCENT "

First Quality only.
Quality will tell.

Prices Right. Agents Wanted.

GENERAL AGENTS:
M. &. M. W. CO., Chicago (repair punctures free).
H., S., B. & CO., Chicago.
GOODYEAR RUBBER CO., New York.

ANDRAE CYCLES

TO THE FRONT AS USUAL.

May 15, the Elgin (Ill.) National Cycle Club's Road Race. Three "Andraes" in the race

"Andrae" First Place Prize.
"Andrae" Third Place Prize.
"Andrae" Fifth Place Prize.
"Andrae" Second Time Prize.

"Andraes" never disappoint, is the talk of the country. It is wonderful how they sift through the crowd and show up in front.
Better ride one and have a wheel that does not disappoint!
Our catalogue is free.

Julius Andrae & Sons Co., Milwaukee, Wis.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XI
No. 20
CHICAGO, JUNE 14, 1895.

"KING OF IRELAND" WINS TIME.

C. V. Dasey, of the Chicago Cycling Club, Defeats De Cardy and Bainbridge at Milwaukee—Other Road Races.

MILWAUKEE, WIS., June 8.—The first large road race to be run here this season is over and Joseph Dollister, a member of the Derby Cycling Club, of Burlington, Wis., has been declared the winner of the Milwaukee road race which was conducted under the auspices of the North Side Cycling Club, of this city. C. V. Dasey, of the Chicago Cycling Club, won the time prize, while W. De Cardy, of the Morgan & Wright team, carried off second time honors. A. C. Van Nest, of the Chicago Cycling Club, got third time. Dollister's time was 31:20, Dasey's 30:48, and De Cardy's 30:55. De Cardy has filed a protest and claims first time in 31:00. His trainer, John West, claims to have caught Dasey's time and according to his figures Dasey covered the course in 31:10. West claims that he has Joseph Kirby, E. McNeil, and E. Albricht, of Chicago, to substantiate his figures of the time and that he caught it with a stop watch.

The Race Was Run over a Triangular Course,

which is 392 feet less than ten miles. The start was at the intersection of the Port Washington and Green Bay roads, from which point the riders rode north on the former rode to the Green Tree, thence west to Green Bay road, which was followed south until the starting point was reached. Had the roads been favorable the race would have been one of the best ever held in this city. But as it was the course was in such a condition that fast time was impossible. For several miles the riders had six inches of newly dumped gravel to contend with, while the remainder of the course was covered with sand and gravel. Many of the riders broke their wheels on the road, and there are few in the list of starters who did not fall once or more times before the race was over.

Of the 102 entries there were eighty starters. The list of starters included men like the Morgan & Wright team, Dodson, Dasey, Osmun, of Chicago; Crocker, Schrader, W. F. Sanger, Zerbel, and Stolz, of this city, and a number of other speedy men from the interior of the state. Sanger collided with Neilson two miles from the start and cut his cheek and ear, and walked back.

Osmun Fell and Disabled his Wheel

and did not ride over the course. Steward, of the M. & W. team, bruised his knee, and Voight, of the same team, punctured his tire and did not ride back. Numerous other accidents occurred and the repair men in the city will be busy for a week.

The Finishers.

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	J. Dollister	3:30	31:20	34	Oscar Dunker	7:00	37:38
2	H. Zerbel	4:00	31:50	35	H. W. Crocker	1:00	31:50
3	John Muss	6:30	34:30	36	W. De Cardy	scr.	30:55
4	Anton Stolz	3:00	31:07	37	J. W. Warnken	4:00	35:00
5	F. Conley	6:30	34:46	38	R. C. Lembke	4:30	35:32
6	E. Binger	7:00	35:50	39	George H. Bender	6:30	37:34
7	F. R. Reinbold	5:00	33:50	40	Henry Pierron	6:00	37:05
8	J. McDonald, Jr	8:00	37:00	41	W. W Rowland	7:30	38:37
9	Frederick Kirsten	7:00	36:05	42	F. M. Harbach	7:00	38:10
10	E. A. Shunk	7:00	36:06	43	E. C. Welky	6:00	37:20
11	A. Weilip	4:30	33:42	44	W. Bainbridge	scr.	31:29
12	John Schuyburg	7:30	36:43	45	E. E. Hannon	5:30	37:00
13	J. J. Schok	7:30	36:44	46	H. Van Herrick	1:00	32:34
14	F. Weige	2:30	31:47	47	George S. Brown	7:00	38:37
15	J. Bowler	3:30	32:48	48	H. Strothenke	6:30	38:10
16	E. F. Harnish	4:30	33:50	49	Henry Schaad	5:30	38:17
17	A. F. Bingenheimer	4:00	33:32	50	Emil Koehn	7:00	38:50
18	H. Guderson	5:30	35:00	51	L. J. Friend	6:00	37:51
19	John Lemmer	6:00	35:31	52	B. Mason	5:00	36:52
20	A. C. Van Nest	1:30	31:04	53	R. Flack	6:00	38:04
21	Theodore Kirchner	2:30	32:09	54	A. Siegel	4:00	36:05
22	F. De Cardy	3:30	33:15	55	H. J. Schmitz	4:30	36:40
23	W. C. Williams	5:00	34:46	56	G. L. Zink	6:00	38:11
24	C. V. Dasey	1:00	30:48	57	E. W. Fry	4:30	36:45
25	P. Rauchschwalbe	9:00	38:50	58	E. A. Clifford	3:00	35:20
26	B. W. Twymann	2:00	32:00	59	W. H. Pritchard	5:00	37:20
27	Edward Everts	4:00	34:10	60	E. S. Dusold	8:00	40:35
28	W. C. Nielson	3:00	33:15	61	W. B. Howland	7:30	40:10
29	Otto J. Tank	6:30	36:51	62	William Jahn	7:00	39:50
30	W. Klase	6:30	36:52	63	Gustave Kelner	6:30	41:00
31	Alexander Steward	4:30	34:53	64	E. S. Potter	7:00	41:45
33	J. Skelton	2:00	32:30	65	W. B. Duke	3:00	37:50

The finish was quite exciting, Dollister only leading Zerbel by a few feet. Then came Muss and Stolz also closely bunched, after which riders piled in in bunches. It was noticeable that the M. & W. team riders paced each other and as a rule came in neck and neck. The winners of the prizes will meet on Thursday night to receive their winnings. The first prize is a piano, while the first time prize is a diamond medal.

The winners of the time prizes are as follows:

PO	NAME.	HDCP.	TIME.
1	C. V. Dasey	1:00	30:48
2	W. De Cardy	scr.	30:55
3	A. C. Van Nest	1:30	31:04
4	Anton Stolz	3:00	31:07
5	J. Dollister	3:30	31:20
6	W. Bainbridge	scr.	31:29
7	F. Weige	2:30	31:47
8	H. Zerbel	4:00	31:50

The Waterloo Road Race.

H. H. Gottschalk, of Sun Prairies, won the Waterloo road race last Tuesday, while W. C. Schrader, of this city, won the time prize. Following is the time in which the riders finished:

W. C. Schrader, 27:35; Harry Crocker, 28:20; E. A. Clifford, 29:00; A. E. Sperbeck, 30:45; E. H. Uglow, 31:10; John Luilty, 31:14; B. W. Parks, 31:17; G. W. Farr, 33:25; E. E. Crump, 33:50; L. Fiebiger, 34:38; August Menedorf, 34:30; James Stokes, 35:08; F. E. Peschel, 35:20; A. Faltenersack, 35:25; A. Buckert, 36:38; Joseph Blaska, 38:28.

The Crescent City Club road race at Monroe was run last Tuesday, and resulted in Joseph Deckinger winning the first prize, and Al Kunder and Frederick Blum both claim the time prize. Louis Hersig fell in a faint after he had crossed the tape.

The Derby Cycling Club, of Burlington, is arranging a road race for June 27. The course will be eleven miles in length. Appleton will hold a large road race on July 4. Good riders from the interior of the state are expected to enter. Wausau will hold another road race on June 29 over the same course that the one on Memorial Day was conducted.

Arthur Rintelman, aged nineteen years, while riding on his wheel the other day, was stricken with heart disease and fell to the ground dead.

An ordinance is shortly to be introduced in the local council regulating the rate of speed of riders. This is the result of a number of accidents by scorchers recently.

REFUSED TO PAY ENTRY FEES.

NEW YORK, June 12.—The race committee of the state meet, which will be held in Brooklyn on Saturday next, received the entries of the Spalding and Stearns teams signed by Joseph Goodman with the statement that the men would not ride unless the payment of entry fees was waived. The committee lost no time in peremptorily refusing to accept the entries under such conditions, and when, later, Goodman tried to enter the men, agreeing to the payment of entry fees, the committee again refused to accept them. It is stated by those in authority that charges will be brought against Goodman similar to those under which Eck was expelled from L. A. W. tracks, and a determined attempt will be made to expell him from the League and the L. A. W. tracks. Over 600 entries to the state meet races have been received.

Men connected with the Spalding and Stearns aggregations have expressed great indignation over the action of the committee and threaten that on the day of the state meet

A New Professional League

will be formed. The racing men are all discussing the possibilities of such a league and are anxiously awaiting the results of Saturday's meeting of the A. L. R. C.

Dave Shafer, who has been high in the councils of the racing men, was, last Monday, threatened with discharge by A. G. Spalding in case he had anything more to do with the meetings of the racing men. There was a hot verbal fight for a few minutes but it is understood that all trouble between Shafer and his employer has been settled.

Howard E. Raymond, who arrived here from Boston yesterday, leaves for Syracuse tonight. It is rumored that he is in the East on business connected with the formation of the professional league to be controlled by the manufacturers, the scope on which was recently outlined in THE BEARINGS.

MONEY TALKS!

DOES IT?

"THE BEARINGS" IS GOING TO FIND OUT— $250 TO SOLVE THE QUESTION.

There is a saying as old as the hills to the effect that "money talks." THE BEARINGS is determined to see if the saw is literally true. It wants its readers to talk to each other, and has $250 to loosen their tongues. During the next three months this sum will be paid as prize money for the best original articles on the various subjects enumerated below, *besides* what may be paid at regular rates for articles that do not win prizes.

FIFTY DOLLARS

will be paid for short paragraphs dealing with any subject of interest to cyclists, as follows: Beginning with the issue of THE BEARINGS of June 28, 1895, $5 will be paid each week for ten weeks for the brightest and most timely original paragraph not to exceed 300 words. In this connection THE BEARINGS reserves the right to use any and all manuscripts sent in competition. Paragraphs must be received not later than the first mail on the Tuesday morning of the week for which they are intended. Paragraphs received later than this will be reserved for the following week's competition. Address, PARAGRAPH COMPETITION.

FIFTY DOLLARS

will be paid for the best article on the practical side of cycling. Articles in competition for this prize should treat of the use and care of the bicycle, of uses to which it can be put, or any subject that does not deal directly with racing or the cycle trade, and should be aimed to instruct and amuse those who are interested in neither. This competition closes July 15, 1895. Address, PRACTICAL COMPETITION.

FIFTY DOLLARS

will be offered for the best account of a bicycle tour in any part of America. Competitors for this prize must accompany their articles with photographs or sketches from which illustrations may be made. This competition closes July 30, 1895. Address, TOUR COMPETITION.

FIFTY DOLLARS

will be paid for the best article on the mechanical side of cycling. Articles in competition for this prize should deal with mechanical subjects that will be of interest to cycle manufacturers or repair men. Where necessary to make clear the meaning of the author sketches should be sent. (Rough drawings will do.) This competition closes August 15, 1895. Address, MECHANICAL COMPETITION.

FIFTY DOLLARS

will be paid for the best article on selling bicycles on the road. This prize is offered with the desire to interest and help traveling salesmen. In writing on this subject the manner in which new lines can be best introduced, how to interest firms or individuals who have never had experience in the bicycle business, how to treat old customers, what to say and what not to say, and helps that can be given by "the house," should be considered. This competition closes August 30, 1895. Address, SELLING COMPETITION.

General Rules.

All manuscripts submitted in competition *must* be legibly written (typewriter preferred) on *one side* of the paper only, and *must not* be rolled. Do not inclose stamps. Unavailable manuscripts *will not* be returned.

In all competitions except the paragraph competition suitable manuscripts not winning prizes will be used, and paid for at regular rates.

All manuscripts, except those entered for the paragraph competition, must be signed with a *nom de plume*. Accompanying the manuscript must be a sealed envelope, on the outside of which must be written the title of the article and the writer's *nom de plume*. Inside the envelope must be written the title of the article, the writer's *nom de plume*, the writer's real name and his address, and the statement whether he wishes the article to appear over his *nom de plume* or his own name, in case it is used.

All manuscripts must be addressed as indicated above. For example:

PARAGRAPH COMPETITION,
Care "The Bearings,"
Chicago.

Correspondence concerning these competitions will not be answered until after they close.

RELAY STOPPED BY RAIN.

MINNEAPOLIS, MINN., June 10.—Interest in racing matters is monopolizing the attention of the Limited Club, of this city, at present, something being scheduled for nearly every week for some time ahead. Following the Memorial Day races, the relay road race between this city and St. Cloud was started from the *Journal* office yesterday at 10 a. m. The first ten miles were made in twenty-six minutes, and then just as the message was handed to "Rainmaker" A. A. Hansen for the third relay, the flood gates were opened, and such a shower fell as has not been experienced before this spring. Of course Hansen doesn't let a little thing like a cloudburst daunt him, and he took up the message and was soon lost to view in a cloud of mud. The message was carried as far as Elk River, when it was impossible to proceed farther, and at 4:30 p. m. a wet, muddy, and thoroughly disgusted lot of wheelmen returned to the city. The race will be run again June 22, and A. A. Hansen will not be allowed to ride. Hansen, by the way, is receiving letters now from sections of drought-stricken states, asking for his terms for a trial against 100-mile records. People are gradually catching on to the fact that a trial by him for a world's record means a downpour for at least twenty-four hours.

RECORDS GO AT SYRACUSE.

SYRACUSE, N. Y., June 12.—The first day's national circuit races in this city today attracted a small crowd. The events were full of interest and should have been witnessed by thousands of spectators. Two worlds and a state record were broken. G. J. Chaffee established a new novice record by riding in 2:19. John S. Johnson rode an unpaced half-mile in 1:03⅕, breaking the professional mark. The one-mile Class B event was the



Mayo and Saunders on their "Crimson Rims."

hottest of the day. Mayo and Saunders, the "Crimson Rim" tandem team drew C. R. Coulter out in 2:08⅖ which makes a new state record and is the fastest competitive mile ever made over a horse track. Ziegler, Bald, and L. C. Johnson fought like fiends to capture the honor, Johnson running Coulter to his best and getting beaten by inches only. Cabanne was unplaced in his heat. W. E.

Shaw Broke the World's Competition Record

for the half-mile. Hughes and Bex paced the new Class A prodigy. Tyler's win in the half was his first victory of the year. All differences in the Spalding team have been patched up. Trainer Shafer was present and wished this statement made. T. W. Eck not being allowed to appear on the track remained on the outside of the fence while he talked business to Shafer who stood in amateur sight. A large Victor umbrella sheltered the pair. The sight was such an unusual one that the audience broke out in applause. Sims and Dirnberger had spills in different events, but were not sufficiently injured to incapacitate them.

Summaries.

One-mile novice.—G. J. Chaffee, first; H. H. Easterly, second; John Shafer, third. Time, 2:19.

One-mile open, Class A.—W. E. Shaw, first; H. Connelley, second; H. G. Winters, third. Time, 2:15.

Half-mile open, Class B.—H. C. Tyler, first; C. R. Coulter, second, E. C. Bald, third. Time, 1:16⅘. Under time limit and no race.

One-mile handicap, Class B.—Bob Terrell. 15 yards. first; H, N. Maddox, 60 yards, second; F. W. Fisher, 110 yards, third Time, 2:11⅗.

One-mile handicap, Class A.—A. J. Latham, 80 yards, first, K. B. Schmidt, 90 yards, second; L. R. Nathan, 115 yards. third. Time, 2:18⅘.

Half-mile open, Class A.—W. E. Shaw, first; H. S. Stone, second; A. J. Latham, third. Time, 1:03⅖. World's competing record.

One-mile open, Class B.—C. R. Coulter, first; L. C. Johnson, second; Otto Ziegler third; Conn Baker, fourth. Time, 2:08⅖. State competition record.

Two-mile handicap, Class A —F. O. Foell, 55 yards, first; W. E. Shaw, scratch, second; A. F. Senn, 70 yards, third. Time, 4:51.

THE BEARINGS
The Cycling Authority of America

FOREST PARK ROAD RACE.

J. C. Weidner Wins the Big Event—Hamilton, Holmes, and Grath the Time Prize Winners.

ST. LOUIS, MO., June 9.—Fully 15,000 people witnessed the Forest Park road race yesterday, and saw a race which was well managed from start to finish. It was an ideal day for a road race, clear, warm, with very little wind blowing. The course was in first rate condition, as is shown by the times made, for although the new course is 2½ miles longer than the old course, being an even twenty miles, yet the time prize was won in only half a minute slower time.



J. C. WEIDNER, THE WINNER.

The winner was J. C. Weidner, a seven-minute man. He does not belong to any club; this is his second season's riding, and he had never been in a race of any kind before, but he managed to cover the course in 57:01. W. W. Hamilton, the Denver crack, won the time prize in 54:17, and after a hard fought battle with Tracy Holmes, of the Chicago Cycling Club, who rode it in a second slower time, and Ed Grath, who got third time in 54:31. Bert Harding, who was riding strong, and who was in shape to make a bid for time, was thrown out of the race on the first lap, Hamilton and Holmes crowding him into a gutter on Nigger Hill and breaking his rear wheel. Another wheel was handy, but the scratch men were riding like the wind and every moment was valuable, so that the few moments he lost in changing wheels lost him the opportunity to try for the time prize, and he quit.

All But Twelve Started.

Although the prize list this year was more valuable than in any previous year, for some unaccountable reason the field of entries was smaller by fifteen than last year, there being eighty-nine entries, seventy-seven of whom started. Promptly at 4 o'clock Starter W. M. Perrett sent off the limit men, C. A. Newman, Frank Bergin, Alex Fox, and W. B. Hood, and from then on they were sent off in groups until 4:10, when the scratch men, Hamilton, Holmes, Grath, and Harding, were sent away.



W. W. HAMILTON, THE TIME WINNER.

Every precaution had been taken to keep the course clear and at the finish, in addition to having the road roped off on both sides for a space of 300 feet, the Drummond Guards of the state militia and a special detail of police kept the immense throng back. The timing was done by electrical apparatus and the scoring with phonographs, both of which methods were entirely satisfactory.

The handicapping was done by W. M. Rosborough, and it is seldom that so little grumbling over the marks given is heard The great majority were very well satisfied and the result of the race shows that no haphazard handicapping was done.

The trophy cup which the *Star Sayings* offered to the club making the best showing in the race was won by the St. Louis Cycling Club, who scored sixty-one points to the Pastime's forty-five.

The following table shows very concisely what each prize winner accomplished in the race and also what wheel and tires he rode:

PO.	NAME.	WHEEL RIDDEN.	TIRE USED.	HDCP.	TIME.
1	J. C. Weidner	Rambler	G. & J.	7:00	57:01
2	H. C. Kriedler	Eagle	Palmer	9:00	59:25
3	Louis Coburn	Syracuse	M. & W.	6:00	57:16
4	R. H. Laing	Rambler	G. & J.	6:00	57:17
5	Alexander Laing	Rambler	G. & J.	4:00	55:18
6	E. A. Kriedler	Eagle	Palmer	5:00	56:19
7	Bud Bersch	Rambler	G. & J.	7:30	58:55
8	W. B. Hood	Stearns	N. Y.	10:00	1:02:45
9	Ernest Stade	Remington	Dunlop	6:00	58:43
10	Chas. Noel	Eagle	Palmer	8:00	1:00:44
11	C. A. Newman	Stearns	N. Y.	10:00	1:02:48
12	Frank Bosworth	Rambler	G. & J.	8:00	1:00:50
13	W. W. Rankin	Syracuse	M. & W.	9:00	1:01:51
14	Wm. Voges	Rambler	G. & J.	9:00	1:02:17
15	Alexander Fox	Rambler	G. & J.	10:00	1:03:26
16	Gus Loeffel	Rambler	G. & J.	6:00	59:35
17	S. A. Van Hofen	Remington	Palmer	6:30	1:00:06
18	F. H. Nagel	Remington	Palmer	7:00	1:01:16
19	W. W. Hamilton	Syracuse	M. & W.	scr.	54:17
20	Tracy Holmes	Czar	N. Y.	scr.	54:18
21	J. J. K. Howard	Eagle	Palmer	3:00	57:19
22	E. A. Grath	Eagle	Palmer	scr.	54:31

THE NEW MANHATTAN BEACH TRACK.

Description of Brooklyn's New and Speedy Track—Will be a Record Breaker.

BROOKLYN, N. Y., June 10.—A party of newspaper men, under the guidance of Manager W. A. Haines, of the National Cycle and Athletic Club, visited the new Manhattan Beach track last Friday. Willis B. Troy, who was in the party, declared it to be an exact counterpart of the Velodrome Seine in Paris. The track and grounds will have cost Austin Corbin something like $30,000 when completed.

What seemed to impress the visiting newspaper men most was the splendid grand stand, which will be finished by Thursday. The stand is about 300 feet long and is built in such a manner as to allow a view of the entire track from every seat, no matter where located. As to the composition of the track—first the men dug down to below the frost line, where they began the work of construction by placing a good foundation of heavy macadam; over this was placed a layer of coarse railroad cinders, on top of which is a finer layer of the same material; just before the final surface was laid ten inches of ash concrete was put on top of the cinders over which a five-inch finish surface of adamantine was laid.

It is claimed that Manhattan Beach will prove to be from ten to twenty seconds faster than Waltham track. Of course this remains to be seen. Every side of the new track is cemented, thereby protecting it from frost and all possible damage from the elements. The measurements are: Twenty-eight feet wide on the backstretch; forty feet wide on the homestretch; 48 degrees banking on the turns, and 14 degrees grade on the stretches.

Every four feet from the pole to the extreme outside of the turns, Mr. Haines says, he will have marked continuous lines of black, to show the men just how far they are from the top of the bank or from the rail without looking up. There will be several other little innovations which it is believed the racing men will appreciate, among which will be the painting of a continuous line on the track a certain distance from the pole which will be used the same as at Madison Square Garden last year during the professional and mixed tournaments. Bright red lines will be marked from outside to inner rail at every quarter mile, this being a third of a mile track.

The press stand will be to the right hand side of the homestretch, between the grand stand and the track. There will be four tiers of seats, arranged amphitheater style. The front row will be so placed as to allow the heads and shoulders of the men sitting in that tier to be just above the track level. It is understood that the judges will also be placed in a similar pit on the inside of the track at the tape, thereby greatly facilitating their work and rendering their verdicts more accurate. The full capacities of the grounds are expected to be tested to their utmost Saturday, at the inaugural race meet. Quarters for the racing men will be erected on the backstretch of the track, where ample room and baths for any number of competitors will be found.

Programme for the Division Meet.

Should the weather remain on its good behavior and nothing unexpected in the way of earthquakes occur, the New York Division meet, which is to be held in this city next Friday and Saturday, will pass into history as the most successful and altogether best managed state meet ever held. Fully one-half of the 2,000 visiting wheelmen will remain over Sunday, the 16th, and for them the committee on tours and runs has prepared a schedule of choice runs, varying in distances from ten to eighty miles.

Headquarters for the meet will be established in the old Thirteenth Regiment Armory, corner of Flatbush and Atlantic avenues, permission for the use of which has been granted the reception and entertainment committee by the city board of supervisors. The armory will open its doors as the meet headquarters on Thursday, June 13, at 10 a. m., when all arrangements for the checking of wheels and the locating in different rooms of the various committees in charge of the meet will be attended to.

The Opening Day.

At 1:30 p. m., Friday, the programme calls for the gathering of all state division members—who may be in the city—at the Plaza, or entrance to Prospect Park, where a photograph will be taken. Immediately following this, an informal run down the cycle path to Coney Island is scheduled. At 7 p. m the start of a huge lantern parade to Manhattan Beach, over the cycle path again, will be made, at the end of which a grand display of fireworks under the supervision of Professor Pain will be witnessed.

At 1:30 p. m., Saturday, the official opening of the Coney Island cycle path is to be celebrated by a monster parade awheel, in which fully 5,000 cyclists are expected to participate. The start will be made from Prospect Park Plaza, where the photograph was taken the day before. Chas. H. Luscomb, lieutenant-colonel of the Thirteenth Regiment, twice ex-L. A. W. president, and grand marshal of the day, will be in full charge, assisted by a corp of aides, made up almost entirely of military officers. The route of the parade will be through Prospect Park and down the path to the new Manhattan Beach track, where at 3 p. m. the races of the division meet will be started. The riding over every foot of the way from start to finish will be found to be as near perfection as anything can be. Midway, en route, the line will be reviewed by the mayors of both New York and Brooklyn.

At the track accommodations for the care and checking of 10,000 wheels will be found, the under part of the grand stand having been set aside for that purpose.

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All checks, etc., must be made to the order of THE BEARINGS PUBLISHING CO.

GEO. K. BARRETT, EDITOR.

ALDERMEN LIKE CYCLISTS.

Whether or not the letter received by the Associated Cycling Clubs, of Chicago, from Alderman Hambleton was inspired by a selfish desire to "stand in" with the wheelmen, it is refreshing to know that there is at least one lawmaker among the aldermen of the Windy City who is in favor of legislation that is not intended to harass and hamper wheelmen in the enjoyment of their rights. The alderman wrote the A. C. C. saying that there were so many conflicting ordinances relating to cycling with a prospect for more, that he believed a comprehensive law covering all points and establishing on the statute books the exact status of the bicycle was necessary, and he invited the A. C. C. to formulate the points to be covered, and send them to him, when he would have the same put into shape and introduced as an ordinance in the city council. The letter was kindly received, and the alderman's suggestion will doubtless be acted upon.

CHICAGO-NEW YORK RELAY.

The relay ride between Chicago and New York is finished, and was as huge a success as the most sanguine could expect. The entire distance of nearly a 1,000 miles was covered in the remarkably fast time of sixty-two hours and fifty-six minutes, a rate approaching close to fourteen miles an hour over all kinds of road in daylight and at night, truly a remarkable performance. Had any one stated twenty years ago that such a feat would be accomplished before the end of the nineteenth century he would have been set down as a lunatic. Had any one made the same prediction ten years ago he would have been laughed to scorn, and called a cyclomaniac. Had the prediction been made five years ago there might have been some few sanguine souls who would have considered that it might be barely possible.

It was not until THE BEARINGS ran the first great relay between Chicago and New York that the possibilities of relay rides were first realized. A schedule of 100 hours for the 1,000 miles was made, an average of ten miles an hour. The riders failed to come within schedule time, but through no fault of theirs. The relay was started on the advertised day in a driving rain, and during the entire time of the ride and over the whole of the country through which it passed there prevailed the most severe and widespread rainstorm that had visited the country for twenty years. The riders had to wade and carry their bicycles in some places. In others the mud was so deep and so thick that it was impossible to revolve the wheels which the plucky couriers tried to ride. For the most part the riding was done on railroad tracks, with frequent dismounts for bridges and culverts, and many stoppages on account of broken wheels. In spite of all these drawbacks the relay was finished in 108 hours and 9 minutes. It was at once a ramarkable example of the pluck and indurance of the couriers who so bravely bore the message, and of the possibilities of the wheel.

In marked contrast to the vicissitudes endured on that first trip were the almost universally favorable conditions attending the last relay. The weather was propitious, the roads were as good as they are often found, and the ride was made at a season of the year when the riders might be expected to be in better condition, to say nothing of the fact that there are three riders now to one in 1892.

At the conclusion of the first relay a little more than three years ago we predicted that the ride could be made under favorable conditions in sixty-six hours. Our prediction has been found correct.

A little careful thought will convince the most obstinate opponent of cycling that both feats were remarkable, the one in showing what is possible under the most unfavorable conditions and the other what is possible under favorable ones. That a message should be carried by the power of muscles over a thousand miles in but two and a half times the time required by the fastest train is little short of miraculous. Horses could not do it, and no no other power save that of steam or electricity could accomplish it; nor could it be done by the power of muscles save as applied to the pedals of the bicycle.

ANOTHER MILWAUKEE WEDDING.

Charles K. Anderson, of the firm of Hales & Anderson, Chicago agents for the Ariel and Wolff-American, surprised his friends last Sunday by making a flying visit to Milwaukee with Miss Eva L. Brice, captain of the Ladies' Auxiliary of the Chicago Cycling Club. Before they left the Cream City they called on a minister, and now Mr. and Mrs. Charles K. Anderson are receiving the congratulations of their friends.



Mr. and Mrs. C. K. Anderson.

The ceremony was a quiet one and quite unexpected to the many friends of the bride and groom. Mr. and Mrs. Anderson are now living on the North Side.

NEW BOOKS ON CYCLING.

"Cycling for Health and Pleasure."

"Cycling for Health and Pleasure," by Luther A. Porter, is a revised and enlarged edition of the book by the same name, written by him some years ago. The book covers the practical side of cycling from the riders' standpoint, and will be found a useful compendium for those who are not thoroughly acquainted with the pastime. The chapter headings give an excellent idea of the scope of the volume. They are: "Cycling for Health," "Learning," "Riding and Touring," "Accidents and their Prevention," "Correct Pedaling," "Speed and Gearing," "Training," "Cycling Costume," and "Practical Points." The chapter on costumes contains illustrations and descriptions of the various styles of costumes adopted by wheelwomen, and descriptions of them. The chapter or practical points contains suggestions and instructions on the thousand and one little points which the average rider wants to know about and does not. The book is neatly bound in yellow canvas, and is published by Dodd, Mead & Co, New York.

Road Rights and Liabilities of Wheelmen.

"Road Rights and Liabilities of Wheelmen" is the title of a volume that truly fills a "long felt want." It covers fully the rights and obligations of wheelmen set forth in language that can be understood by others than lawyers and at the same time citations of all the important and many of the minor cases concerning cycling are made. As a reference book the volume will prove more than valuable. It is neatly bound in cloth and is published by Callaghan & Co., Chicago.

Trick Riding in Many Lands.

W. S. Maltby, the world-renowned fancy and trick rider, has given the cycling world an entertaining and unique account of his adventures on and

off the wheel, in the many countries in all parts of the globe where he has pleased the public by his exhibitions, in his book entitled "Trick Riding in Many Lands." The only fault to find with the little volume is its brevity. It is in paper cover, and sells for 25 cents. Mr. Maltby, who is now located in New York, is his own publisher.

A Chicago-Milwaukee Road Map.

The Chicago, Milwaukee and St. Paul Railroad has issued a little pamphlet containing a map and description of the road between Chicago and Milwaukee, and also descriptions of many pleasant rides in the neighborhood of Milwaukee. It will prove valuable to those riding in the vicinity of Milwaukee, or making the trip between Chicago and that city. It can be had free on application to George H. Heafford, general passenger agent of the road, Old Colony Building, Chicago.

DEFEATED THE CRACKS.

SPRINGFIELD, MASS., June 11.—One hundred of the fastest riders in New England, including many from outside, started in the twenty-two-mile road race today. E. S. Smith won, W. Luetgens second, A. W. Chamberlain third. The time prize winners were Harvey Caldwell, Burns, Pierce, Eben Snow, and Nat Butler, all cracks. Smith's actual time was 1:04:45, and his handicap five minutes; Luetgens' time was 1:03:48, handicap four minutes. Caldwell won the time prize in 1:02:15⅕, handicap thirty seconds.

Pittsburg Restrictions.

PITTSBURG, PA., June 7.—Visiting wheelmen will be liable to arrest and a fine of $5 and costs unless they have a license plate. The public safety council committee today agreed upon an ordinance regulating wheeling within the city limits. Road racing and coasting are prohibited. Gongs must be sounded when passing vehicles, pedestrians, and busy street corners. Speed is limited to ten miles per hour. The penalty for road racing and coasting is $50. One of the councilmen wanted to bar bloomers, but the committee did not accept his suggestion and the new costume may be worn.

E. W. Moulton, who is in the very front rank of trainers, has taken hold of the Monarch team. He left last Thursday for Galesburg with most of the men, where they will train until the races of the Illinois Division meet on the 19th, 20th, and 21st. Moulton has great hopes of Tom Cooper; he with Bliss and Barnett will be the stars of the team. Moulton has returned from Ottumwa, Iowa, the home of the great sprinter, Crumm, whom he has been handling.

John Larsen, the "terrible Swede," who has become famous in Chicago in almost a day, is said to be a wonder. It is claimed that he has ridden 1,525 miles in eight days thirteen hours, sleeping but twelve hours in that time. It is also said that he has ridden 170 miles in a little over eight hours.

A. E. Smith, the letter-carrier who came so near to breaking Searle's Chicago-New York record, lowered C. D. Cutting's record over the Elgin-Aurora century course, cutting eight minutes off the record. Smith's time was 6:37:00. He made the last eighteen miles in one hour.

The Unique Cycling Club is the latest woman's club to be organized in Chicago. Mrs. Fannie Langdon is president; Mrs. H. C. Williams, vice-president; Mrs. A. Marie Hartman, treasurer; and Miss R. L. Wight, secretary. The club's headquarters are at 269 Wood Street.

C. N. Black, a two-minute man, won the five-mile road race given last Saturday by the employes of A. C. McClurg & Co. W. H. Frees, scratch won time in 14:00.

F. Donohue won the ten-mile Armour road race in Chicago last Saturday. E. J. Yorkey, of the Chicago Cycling Club, won time prize from scratch in 27:50.



We have in serious contemplation the offering of a prize to the racing man who, at the end of the season, can show a clean record of no excuses offered for being defeated.

R. B. Abbott is looking for 1,000 '96 bicycles of the highest grade. Mr. Abbott may be addressed, care THE BEARINGS.

Seymour Hall won the annual eight-mile Philo road race at Champaign, Ill., last Saturday, in twenty-five minutes.

Fast Swiss Tandems.

The Underborg brothers, a Hamburg tandem team, of Swedish birth, go to Paris, where they will race with the French racers. They are holders of the following records without pacemakers:

500 meters (1,641 feet)	:36⅔
1,000 meters (3,282 feet)	1:16⅘
2,000 meters (1 mile 427 yards)	2:49⅕
3,000 meters (1 mile 1,521 yards)	4:21

They are also hardy safety racers. August Underborg is the tricycle champion of northern Germany and has also won during 1894 twenty firsts and twenty-eight seconds in seventy races. Clemens Wilke, another of the Hamburg sprinters, who can keep up a final sprint for 1,640 feet, also goes to Paris.

VICTORY FOR WHEELMEN.

KANSAS CITY, MO., June 9.—A beautiful female figure riding a bicycle at high speed, is the way a daily paper illustrates the "flying start" Kansas City received on June 6, when the park and boulevard charter amendments were carried by an overwhelming majority. Operations under the new law will be commenced at once, and a system of boulevards and driveways created which will beautify the city and delight the heart of the cycler.

The city council has been wrestling with the lamp and bell problem for some time, and has at length agreed on the recommendation of the K. C. C.'s, not to compel cyclists to carry lamps or bells, but to prohibit sidewalk riding entirely, and to make a speed limit of eight miles per hour.

The K. C. C.'s were the guests of the Leavenworth County Wheelmen last Sunday. There were 147 in the party. Train was taken to Lansing, where the party was shown through the Kansas state penitentiary. Two thousand prisoners, among them Emmett Dalton the notorious bandit, were marching lockstep to chapel on the arrival of the excursionists. A wheel of four or five miles brought the party to the Old Soldiers' Home. The beautiful grounds, and the perfect cleanliness of the buildings, inside and out, were much admired. Thence about four miles more to Leavenworth, where dinner was taken. In the afternoon Fort Leavenworth and other interesting places were visited and the party reached home again by sunset delighted with the trip, and voting the L. C. W.'s the jolliest people of their acquaintance.

About Kansas City Racing Men.

The racing aspirants are doing good steady work preparing for the Missouri state meet at Shelbina, July 4. The defeat of the St. Louis crowd on Decoration Day has inspired the local men with the belief that they can do the trick again on July 4. W. W. Jaques, time winner in the Waldo Park road race, is still nursing a badly bruised arm, and it is feared he will not have much time to get in shape for the state meet. Sam Hocker, S. L. Brunner, and H. C. Wood are three men who will do their city credit, and "there are others."

Three cycle events were brough off yesterday in connection with the Gentleman's Driving Club meeting. The track was cut up by the horses and the times very slow. Walter Brunner won the half-mile Class B race, B. C. Howard, second; H. R. Warren, third. Time, 1:18. The Class A races, quarter mile and one mile respectively, were won by S. T. Hillyard. J. E. Talbot finished second, and Clif. Treadway third, in both events.

ULBRICHT GETS MORE RECORDS.

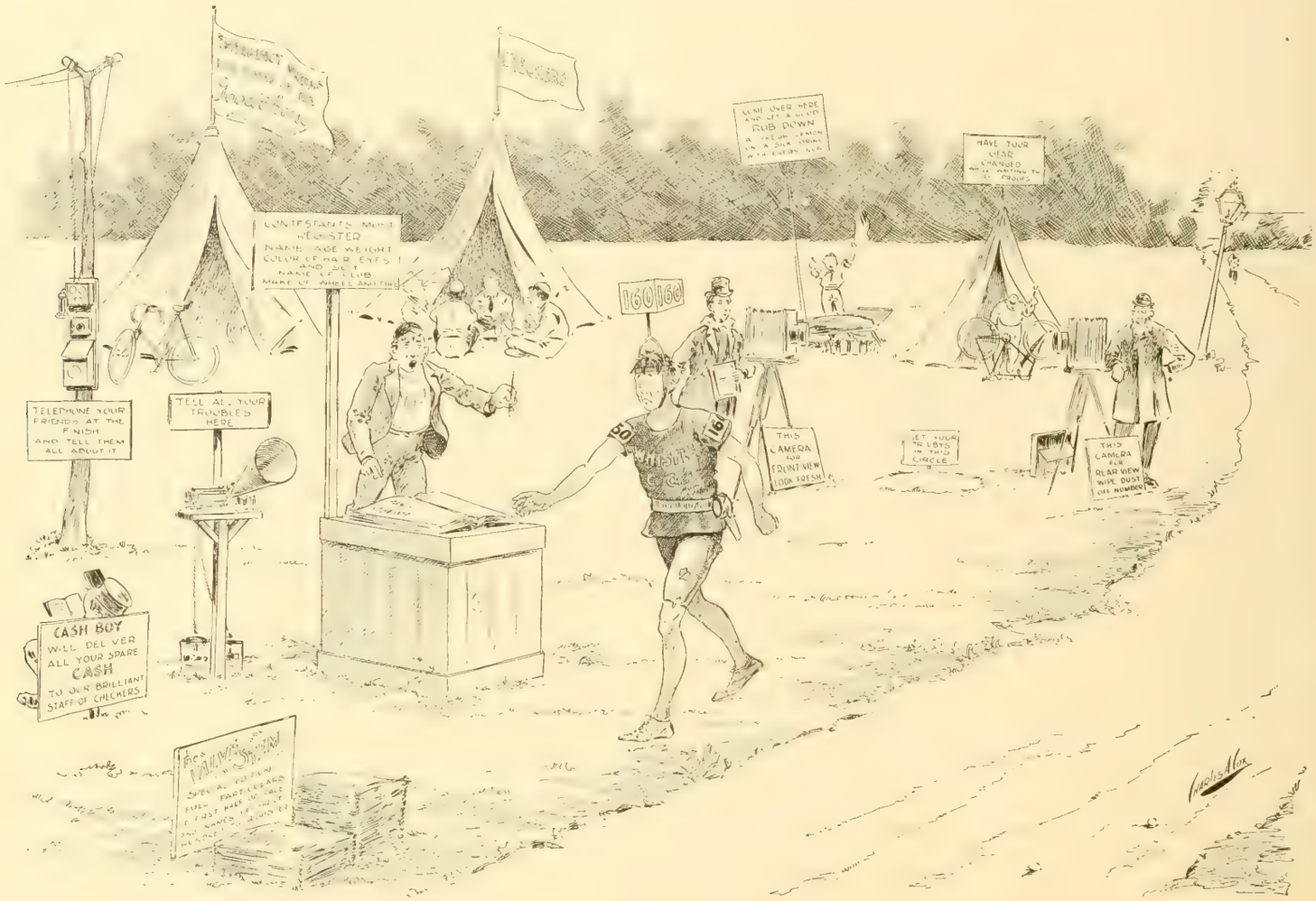
LOS ANGELES, CAL., June 9.—Emil Ulbricht has broken the world's fifty-mile record by over seven minutes. The former record, held by Meintjes, of 2:11:06⅘, he reduced to 2:03:56⅗. The first twenty-five miles were made in 1:01:05⅛, and the second twenty-five miles in 1:02:51⅗. The first hour he did twenty-four miles sixty-eight yards, and in two hours 48 miles 730 yards.

— —

WHO IS THE BEST MAN?

SALT LAKE CITY, UTAH, June 10.—The result of the road race on Decoration Day has created a sensation in the intermountain country. Jensen has for the past two years been considered invincible on the road, and has had no difficulty in winning time in all the road races. His defeat for time prize by Fenton, practically a novice, was a great surprise to every one. Jensen's friends claim that he did not ride his best the first seven miles, thinking he had passed all possible time winners. Seven miles from the finish one of the men whom Jensen passed called out to him that Fenton was still ahead. Jensen then rode his best to overtake him, but Fenton finished first, with eleven men between himself and Jensen.

Fenton's friends are elated over the result, and think he is the fastest man. Jensen is anxious for revenge, and the result will probably be a match race against time for twenty-five miles. Fenton's friends are willing to place $500 to $1,000 on the result.



The Chicago Road Race of the future.

QUAKERS AFTER "ZIM" AND "JOHNNY."

PHILADELPHIA, PA., June 9.—A race meet will be held here on June 29 under the auspices of the Pennsylvania Bicycle Club, which will include professional events. An attempt is being made to get a match race between Zimmerman and Johnson as the chief feature. "Gill" Weise, one of the committeemen, sent the following dispatch to Tom Eck, for Johnson on Friday: "We will give $2,000 for a race between Johnson and Zimmerman. Answer."

Tom Eck sent the following reply:

"Johnson will race Zimmerman for that price, winner to take all. Mile heats, paced."

A telegram was also sent to Zimmerman, and although no reply has yet been received it is thought that he will accept.

PERSONAL ACQUAINTANCE

IS THE BEST ADVERTISEMENT FOR A WAVERLEY.

CINCINNATI, OHIO, May 29, 1895.

INDIANA BICYCLE CO., Indianapolis, Ind.:

Gentlemen: Would have called to see you before regarding a wheel for Mrs. Peoble, but circumstances prevented, and will now have to postpone purchase a few days.

Regarding my 'WAVERLEY," I have only to say that having had a season's experience each with both the ——— and ———,I was particularly timid about purchasing any other, and especially a less expensive one, but I find that your claim of high grade is well substantiated. Have given it very rough tests, and though I have returned from trips (especially one last Sunday) with the mud over the hubs, and have had it saturated from top to bottom with rain, it is as good today as when it came out of the ware rooms.

I have had a seat put on for my baby, who weighs 32 pounds, seat 6 pounds, and my weight 142, making 180 pounds, riding over stones, tracks, and down off of the curbstones. Had two severe falls, but I would not trade it for a new one fresh from the factory. ***This is what I think of my "Waverley,"*** and it is due you to know it.

Hoping that Mrs. Peoble's wheel will turn out as well, I am,

Truly yours,

FRED G. PEOBLE.

No longer a skeptic.

There is no argument so convincing as the actual test.

Try a "Waverley," you will want no other.

INDIANA BICYCLE CO., Indianapolis, Ind., U. S. A.

BRANCH HOUSES:

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602 Main Street, BUFFALO, N. Y.
38 Columbus Avenue, BOSTON, MASS.
184 Madison Street, CHICAGO, ILL.
150 N. High Street, COLUMBUS, OHIO.
243 Vine Street, CINCINNATI, OHIO.
12 W. Second Street, DAYTON, OHIO.
1629 Stout Street, DENVER, COLO.
350 W. Jefferson Street, LOUISVILLE, KY.
498 Broad Street, NEWARK, N. J.
11 E. 59th Street, NEW YORK CITY.
30th Street and Broadway, NEW YORK CITY.
67 Cortlandt Street, NEW YORK CITY.
913 Arch Street, PHILADELPHIA, PA.
1820 McAllister Street, SAN FRANCISCO.
Masonic Building, SPRINGFIELD, MASS.

THREE BIG EVENTS.

Finish of the Relay, Tri-State Road Race, and a Big Century Run Keep New Yorkers Busy -An Interview with Zim.

NEW YORK, June 10.—Last week was a busy one in cycling circles hereabouts, with the running and finishing here of the Chicago-New York relay race; the tri-state relay race promoted by the New York *Times*, and run between this city and Philadelphia; the Long Island century run from Sag Harbor to Brooklyn, and the final week of preparation for the New York Division meet, to be held in Brooklyn next Friday and Saturday.

The Chicago-New York relay ride ended at 1:57 a. m. Saturday, just sixty-three hours and fifty-six minutes after the first pair of men had received the word "go" in Chicago on Wednesday morning. This time beats the schedule, which called for the ride to consume seventy-two hours.

The finish, which was made at the academy of the Metropolitan Bicycling Co., corner of the Boulevard and 60th Street was the scene of an enthusiastic gathering all during Friday evening and fully 5,000 persons

Remained Until the Bearer of the Blue Packet Dashed Up

to the academy, in through the open front doors, and up to the table where Gen. Nelson A. Miles and the postoffice representative stood awaiting the arrival of their respective messages.

On the 60th Street side of the Metropolitan Bicycling Co.'s building a huge map had been arranged showing the exact route being taken by the riders during the running of the race. Interest increased as the markers on the map showed the packets to be nearing their destination, and when on Friday afternoon it was plainly apparent that one, if not both, of the messages would reach New York hours ahead of the schedule, the excitement increased in volume until it resembled a crowd receiving presidential election returns more than the finish of a bicycle race against time.

At 1:44 o'clock Saturday morning (or Friday night) the crowd, which had grown into considerably over 5,000 people, was notified that the last ride had begun. "Birdie" Munger had left 125th Street for his flight to the finish. He was carrying the red packet supposed to have contained the postoffice message. At ten minutes of 2 o'clock the invariable, "Here he comes," was uttered by the young man or the small boy, who seems to have a penchant for creating false excitement of this kind. Several times over was this repeated, each occasion being followed by a rush to the entrance of the academy, only to die out again as the shout would be found to be a false alarm.

At exactly 1:55 o'clock a sound like a muffled drum began, away in the distance, and once again the small boy yelled

"Here He Comes."

This time the boy was right and in less time than it takes to write it that mass of 5,000 people was transformed from that number of deeply interested persons with bated breath, awaiting the arrival of the rider, into 5,000 howling maniacs. The police kept a narrow passage clear for Munger as he rushed into sight and up to General Miles, who received the message bearer with a congratulatory handshake. Munger was as much of a lion with that crowd as though he had ridden the entire distance alone, and indeed one young lady who should have been abed at that hour of the night was heard to remark to her escort, himself a wheelman of scarce one week's experience, "Harry, don't Mr. Munger look remarkably fresh after having ridden 1,000 miles in sixty-four hours?"

And Harry answered, "Y-aas, deah. Very."

Munger overheard the conversation and in his blandest tones remarked, "I beg your pardon, Miss, but if you think I look fresh now, you had ought to have seen me the day I finished my ride from Liverpool to Calcutta without a dismount—8,000 miles."

To which both Harry and the girl breathlessly murmured, "Goodness!"

And "Birdie" winked at General Miles.

At 2:39 a. m., or just forty-three minutes after Munger's arrival, W. F. Murphy reached the end of the ride, having gained several minutes from Yonkers in, which distance he covered in thirty-nine minutes. The time of the red pouch from Yonkers was forty-five minutes.

The Tri-State Relay Race.

Promptly at 9 a. m., Saturday, the annual tri-state relay race, promoted and managed by the New York *Times*, and contested by representative wheelmen residing in New York, New Jersey, and Pennsylvania, was started from the *Times*' office on Park Row, directly opposite City Hall Park. The race was for points between the three states, the total amount figured at the end of the ride being declared the winner. The total score was: New Jersey, 75; New York, 55; Pennsylvania, 45.

At 5:52 p. m. the contest ended on the grounds of the Riverton Athletic Association at Riverton, N. J., where a race meet had been in progress all the afternoon. The time elapsed from start to finish for the 150 miles was just 8:52:00, which is fifty-seven minutes forty-five seconds better time than was made in 1894.

The day was an ideal one, and the roads could not have been in better shape, although somewhat dusty. Each of the three states was represented by six men, one man for each relay. New Jersey's team was composed of Thomas Hughes, Paterson; Wm. Slavin, Paterson; A. J. Hargan, Newark; Wm. Weller, Newark; F. G. Smith, Bloomfield, and Simpson Standeren, Paterson. New York's team consisted of W. H. Owens, Greenwich Wheelmen, New York City; George Beckendorf, Riverside Wheelmen, New York City; C. S. Henshaw, Greenwich Wheelmen, New York City; A. W. Harrison, Harlem Wheelmen, New York City; L. G. Hoppe, Liberty Wheelmen Brooklyn, and U. S. Paige, Kings County Wheelmen, Brooklyn. The make-up of the Pennsylvania team was Walter Voltair, Philadelphia; T. B. Buzzard, Philadelphia; Alva Stewart, Philadelphia; W. R. Landis, Philadelphia; C. S. Shomo, Philadelphia, and C. W. Krick, Reading.

There were Six Relays,

which were divided up as follows: From New York City to Paterson; Paterson to Morristown; Morristown to Wheatsheaf Hotel, near Rahway; Wheatsheaf Hotel to Woodlawn; Woodlawn to Trenton, and Trenton to Riverton. Two hours prior to the start of the relay men, five long-distance pluggers were started on a straightaway journey over the same course as that ridden by the relay racers. They were Frank M. Dampman, the Philadelphian who showed so well in the Irvington-Milburn road race; "Tom" Ward, the Riverside ex-captain, a hard rider of considerable local repute; A. W. Fuller, of Brooklyn; W. L. Darmer, than whom no Jerseyite is more popular, and A. C. Green, of the Greenwich Wheelmen, New York City. These men were starting to ride the entire 150 miles without a stop, against time. One by one they dropped by the wayside, punctured tires being for the most part to blame. Exactly at one minute of 7 o'clock, W. S. McKean, of the *Times*, started the men on what was sure to prove a hard journey. They all reached Cortlandt Street in time for the 7:10 ferryboat, which took them to Jersey City. Each of the men had a bunch of red, white, and blue ribbons hanging from his handle-bars, to distinguish them from the relay riders, who it seemed would surely overtake them before the end, notwithstanding the two hours lead given them.

Paterson, N. J., was reached and passed by Darmer, Fuller, and Smith at 9:02 o'clock, Dampman arriving at 9:15, and Ward some time later.

Dampman Had Punctured his Tire

at Carlstadt and lost fifteen minutes in repairing it. Ward had met with the same fate at Jersey City and then again just entering Paterson, which threw him out of the race.

At Morristown Dampman was leading, having passed there at 10:52 a. m.; Fuller arrived next at 11:20, and Green at 11:32. Darmer quit between Paterson and Morristown. Dampman passed through Franklin Park at 2:15. Fuller arrived at 3:26. Dampman had only dismounted twice since the start up to this point. Fuller was weak from the ride, and many did not believe he would last the remainder of the journey.

Just before reaching Trenton the relay riders caught Dampman, and for a short time he used them for pacers, reaching Trenton directly behind Smith, the relay man, at 4:10 o'clock. Hoppe, the relay rider for this section, reached Trenton at 4:12, and two minutes later the last relay was started on to Riverton. Dampman refused to stop at Trenton, but kept on going.

The Final of the Relay.

Krick and Standeren, representing Pennsylvania and New Jersey respectively, reached the Riverton Athletic Grounds together at 5:52, but in the run twice around the track Krick pulled away and won for his team quite handily. Both men were cheered loudly. When they had finished they reported Dampman to be coming not over fifteen minutes behind them, and at just 6:12 p. m. the plucky Philadelphian swung through the big gate and rounded on to the track, winner of the 150 mile race in the truly excellent time of 11:12:00.

Dampman's time from Taylor's Hotel, Jersey City, really the start of the race, was 10:43:00. At five minutes past 8 o'clock, Fuller, the second man of the long-distance riders, reached the end of his trip. He was tired out and was glad it was over. Fuller met with several mishaps en route which retarded his progress materially, but "to the winner belong the spoils," and Dampman, a superior rider to any in the bunch of five who started, won on his merits, a truly creditable race in fast time.

A. C. Green, another of the 150-mile men, who every one thought had quit, reached the end of his journey at 9:55 p. m. He was "just naturally weary" he said, but added, that had no accidents occurred to his wheel he would not have had to go so long over his regular supper time before eating that meal. After a rest and a rubdown Dampman, Fuller, and Green declared themselves as feeling easy, although Dampman was by long odds the freshest of the three.

The Big Century Run.

Stacks of glistening wheels lent an unusual appearance to Pier No. 26, East River, last Friday evening. The participants in the second annual Long Island century run from Sag Harbor to Brooklyn were about to embark on the steamer "Shelter Island," which was to take them to the scene of the start. There were something over 100 wheelmen in the party, a decided falling off from last year's figures, owing undoubtedly to the fact that last year's run was held on a Sunday, while this year Saturday was chosen. A noticeable feature was the absolute absence of ladies, last year there being several in the party. This is attributed to a certain rowdy element, which made itself obnoxious to every one last year. They were generally known as good fellows, but their actions last year were a disgrace to cycling as well as to themselves. In fear that this same crowd would be in attendance on this run it is supposed that the ladies remained away. At 3 a. m. the steamer reached Sag Harbor and one hour later 100 hardy cyclists were putting away a hearty breakfast.

Promptly at 5 a. m. the start was effected. H. J. Valentine, Clemens Weiss, H. R. Rippell, and Dr. A. F. Myrick acted as pacemakers. Several Sag Harbor riders accompanied the party as far as Canoe Place Inn, where they turned back. In due season the centurions reached their destination the run having proven a success in every way. The weather was clear,



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PALMER TIRES

50-MILE WORLD'S RECORD,

2:06:56 ¾, by Emil Ulbricht at Los Angeles, Cal.

First and third time prizes at Milwaukee. Dasey first, Van Ness third.

First, second, and fourth places Elizabeth, N. J., 10-mile road race.

RECORD OVER ELGIN-AURORA CENTURY COURSE,

104 miles in 6:37, A. E. Smith.

Second time Forest Park road race, St. Louis, Mo.

5 firsts, 3 seconds, 4 thirds at Lincoln, Neb.
8 " 3 " 4 " at Los Angeles, Cal.
5 " 4 " 4 " at Albany, N. Y.

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TWICE AS GOOD AS OTHER TIRES



warm, and yet comfortable. Hubert Brennan, Jr., a ten-year-old boy of Brooklyn, negotiated the distance with the older ones, finishing strong.

It is probable that next year's run will be taken on a Saturday, the same as this one.

THE DUKE BEATS THE KING.

ROCHESTER, N. Y., June 11.—Three professionals of note attended the race meet of the Lake View Wheelmen at the Driving Park in this city today. Arthur Augustus Zimmerman and John S. Johnson arrived last night, and this morning's paper talked of little else but these two, Trainer Eck, and the coming battle between Bald and Dirnberger. As professionals at an amateur race meet they were far from ostracised, being the lions of the hour. At today's meet Zimmerman rode an exhibition mile in 2:14⅕. He was paced by John S. Johnson, who sat the rear seat of the Globe quadruplet, with three of the old-time professionals, Apple, Schock, and Dorntge, on the other seats. Johnson offered his services as a pacemaker, and was gladly accepted. Zimmerman was cheered loudly as he came on the path, and earned a nice little sum in that mile ride. At the three-quarters he left the pacemakers, and there was a streak of dust as he shot over the smooth surface and crossed the tape, the last quarter under thirty seconds, quite like old days.

Johnson and Zimmerman Retired From the Path,

Zimmy's arm over Johnny's shoulder and Johnson's arm around Zimmerman's waist, but the question of a race has not been settled. Eck has an offer from Philadelphia for June 29 of a $5,000 purse, to go to the winner in a contest at the Pennsylvania Bicycle Club's race meet. Johnson is willing, but Zimmerman will not race except at Asbury Park. Johnson will not race at Asbury Park. Eck says that the national meet is at Asbury, and that Johnson does not propose to enter into a contest where the gate receipts will go in part, or in their entirety, to the League of American Wheelmen. Thus the matter stands, with little prospect of the two great men meeting this season, except it be in Australia.

Never was a larger crowd seen at a race meet in Rochester and seldom in this country than attended today's races. The crowd was estimated as fully 10,000, and was probably 8,000. The day was warm, and a slight wind blew in the faces of the riders on the homestretch. Orders were obeyed to the letter, and the wide mile track was kept entirely clear of a crowd throughout the day.

Trainers Were Barred from the Track,

and could not even pass the ropes to gain information in regard to the races.

The race of the day was again the mile open, and the relatives of Edward Cannon Bald, who had come from Buffalo to see their boy win, were not disappointed. Bald won a splendid contest in 2:08⅗. He was never headed, being first to catch the pacemakers, Mayo and Saunders, first by them, and winning by a couple of lengths. The others fought for second place. Two heats were run. Bald, Macdonald, Mike Dirnberger, L. C. Johnson, and E. C. Johnson qualifying in the first; Coulter, Conn Baker, Brown, Maddox, and Cabanne in the second. In the first heat Callahan, Helfert, and Fisher fell on the backstretch, and Sims struggled gamely enough to throw himself clear off his wheel just before crossing the tape. He slid twenty yards, one of the most violent falls of the season, but was not hurt. The second heat saw Titus, Tyler, and Ziegler shut out of the finish. It is seldom that three such men as these are shut from a final at one time.

The final was much the same as other mile open contests when tandem paced. The men followed, single file, Bald in front, Cabanne in the rear, Dirnberger and Coulter at about the center. Brown and Maddox dropped out.

All Passed the Tandem at the Turn.

Bald then had the race, but nevertheless had to ride, for Coulter was working so violently and jumping from side to side that he looked a winner at several points. Ten yards from the tape Dirnbirger looked good for third position, but he kicked his pedal off, and L. C. Johnson and Cabanne crowded in ahead. Conn Baker and Ernie Johnson ran sixth and seventh.

A meritorious win was that of Earl Kiser, formerly of Dayton, and until today Class A. Kiser outsprinted Allen, Jenny, C. H. Callahan and Conn Baker, who made a shifting finish in the half-mile open. Ziegler and Coulter claim not to have been called for this race.

Fred Titus rode a mile for the state record of 2:05, going the first half, paced by Connor and Coburn, in :58⅘. Mayo and Saunders failed to pick him up and he came the last third alone, finishing in 2:02. It was then announced that Dirnberger, paced by his own quad team, consisting of these two tandem teams, would go after Titus' record. Dirnberger did 2:04⅗.

The road race which finished at the track just previous to the track events was won by Hayes Willis from the 4.30 mark, Charlie Iven taking the time prize.

Summaries.

Fifteen-mile road race.—Hayes Willis, 4:30, first; F. R. Welch, 4:30, second; R. J. Bowen, third. Time prize won by C. J. Iven, scratch. Time, 40:08⅖.

One-mile novice.—F. C. Palmer, first. Time, 2:29⅘.

One-mile open, Class B, final heat.—E. C. Bald, first; C. R. Coulter, second; L. C. Johnson, third. Time, 2:08⅗.

One-mile city championship, final heat.—W. M. Randall, first. Time, 2:22⅕.

Half-mile open, Class B, final heat.—E. Kiser, first; F. H. Allen, second; F. J. Jenny, third. Time, 1:25⅘.

One-mile open, Class A.—A. E. Weinig, first. Time, 2:37.

Two-mile handicap, Class B.—L. A. Callahan, 140 yards, first; F. J. Titus, 60 yards, second; E. C. Johnson, 100 yards, third. Time, 4:38⅕.

Two-mile handicap, Class A.—H. G. Winter, 25 yards, first. Time, 4:51⅖.

One-mile tandem, Class B.—Mayo and Saunders, first; O'Connor and Coburn, second. Time, 2:27⅗. Only two teams started.

Two-mile open, Class A.—W. E. Shaw, first. Time, 5:28.

One-mile handicap, Class B.—W. A. Terrill, 80 yards, first; W. J. Heltert, 45 yards, second; C. H. Callahan, 80 yards, third. Time, 2:06⅕.

FAILED TO GET MURPHY'S RECORD.

CLINTON, MASS., June 10.—This is the home of Asa Windle, the noted trainer. Asa interested the Clinton-Lancaster Athletic Association in a national circuit way this year with good results. At the meet given in this city today a master hand was seen in all the arrangements. The press accommodations were good, although the press men received a terrible roasting from the sun, there being no shade. The track was in first-class condition, and was fast. The people of the city, as do the people of all these small places, turned out en masse, all business being suspended for the day, which was made a general holiday throughout Clinton. It was too bad that so few of the Class B men came down from Albany to help out the great trainer in his undertaking. Beyond the Columbia team, Bald, Sims, and Macdonald, but two of the other men who appeared at the Albany meet were present; one was Steenson and the other Cabanne.

The coming of the latter may mean trouble in the Spalding camp. It was reported at the track during the day that Shafer would resign his position owing to his orders being disobeyed at the command of the house. Cabanne showed a telegram from the firm ordering him to Clinton. His coming angered Manager Shafer, who, when Cabanne left Springfield, said he would resign. On later reports, however, it seems that this matter will be arranged satisfactorily.

The Race of the Day

was to have been the mile open, in which it was planned that the mile record of 2:01⅘ would be lowered. Mayo and Saunders, the celebrated tandem team, who paced the mile open race at Waltham, May 30, in which race Bald lost his record, had been engaged to pace this contest. The record was not broken and the time was not approached by many seconds; in fact the race was not fast as speed goes now-a-days.

In the extreme wind of the day Lee Richardson started for his half-mile world's record, wheel and man backward, with very little thought of getting it. He was assisted down the backstretch by the wind, and although retarded on the homestretch clipped a full fifteen seconds from his time, doing 2:14. By his fine work at this meet Richardson was today engaged for the great Springfield meet in September and for the Press Cycling Club meet at Boston, June 17, after which he will go to Galesburg for the Illinois Division meet. The lad is receiving a welcome with the eastern crowds never before received by a fancy rider.

Summaries.

One mile handicap, Class A.—J. J. Casey, 40 yards, first; J. S. Johnson, 20 yards, second; W. E. Shaw, 30 yards, third. Time, 2:18⅘.

Two mile five-minute, Class B.—F. J. Jenny, first; W. F. Sims, second; H. R. Steenson, third. Time, 5:26.

Half mile handicap, Class B.—George Lemke, 60 yards, first; F. J. Jenny, 20 yards, second; W. F. Sims, 15 yards, third. Time, 1:04⅕.

Two mile handicap, Class A.—W. E. Shaw, 50 yards, first; Jas. Clarke, scratch, second; B. W. Pierce, 60 yards, third. Time, 5:28⅕.

One mile scratch, Class B.—Bald, first; Sims, second; Cabanne, third. Time, 2:25⅗.

Half mile handicap, Class B.—Lemke, 60 yards, first; Jenny, 20 yards, second; Sims, 15 yards, third. Time, 1:04⅕.

One mile handicap, Class B.—Jenny, first; Butler, 15 yards, second; Sims, 15 yards, third. Time, 2:22⅗.

DAVIDSON'S FAST COMPETITION MILE.

TORONTO, ONT., June 5.—The Queen City Bicycle Club held a ten-mile road race at the Humber this afternoon with the following result: Dalton, scratch, first and time prize; McCreody, second; Stewart, third; Salt, fourth; Oakley, fifth; Carter, sixth; J. Smith, seventh; Orr, eighth; Llewlyn, ninth; Weltch, tenth; Sykes, eleventh.

The Toronto Bicycle Club's ten-mile road race took place this afternoon on Kingston Road. Twenty riders faced the starter. W. Fraser won from the three-minute mark; W. Gamble, second; Harry Syms, third. Thrift Burnside won the time prize in 32:15.

A shadow dance bicycle meet marked the opening of the fast new board track just built on Hanlan's Island by the Toronto Ferry Co. This event was held this evening. The track is considered to be the fastest in the Dominion. Harley Davidson, who rode from scratch in the mile handicap, covered the distance in 2:12, which is the competition record for Canada, as Ziegler's recent mile in 2:04⅖ could hardly be considered anything but an exhibition ride. The same rider rode an unpaced flying quarter in twenty-eight seconds, coming within two-fifths of a second of the record. Angus McLeod, of Sarnia, reduced the mile unpaced record, flying start, from 2:21⅘ to 2:18⅕.

Summaries.

One-mile handicap, Class B.—Harley Davidson, scratch, first; L. D. Robertson, 50 yards, second; J. J. Grotz, 75 yards, third. Time, 2:12.

Half-mile, Class A. Western Ontario.—H. Hulse, first; H. D. McKellar, second. Time 1:24⅖.

Half-mile, Class B.—Angus McLeod, first; S. H. Gibbons, second; W. McIntosh, third. Time, 1:20⅕.

Quarter-mile, final, record, unpaced.—Harley Davidson, flying start, :28: S. H. Gibbons :31. F. W. Young, from a standing start, rode the distance in :33.

One-mile handicap, Class A.—J. Willis, first; C. Elliott; second. Time, 2:22.

GUMPTION

THAT'S THE STUFF



The Sycamores are full of snap and ginger. Their chieftain, Crimson Rim Mike Dirnberger, is a world beater. You have read of his wonderful performances at Louisville. A few days ago he straddled his saddle, and with that electric jerk characteristic to all Syracuse riders he made a leap and a bound and lowered

4 WORLD'S RECORDS



Pat O'Conner, the engineer of the famous Crimson Rim quad team, let a yelp out of him that would have scared the hair off from a streak of lightning. Together with his team mates, Terrill, Coburn, and Billy Hamilton, they paced "Our Mike" around that circular track like a whirlwind. The kinky-haired Indian is all ablaze. He lets forth a crimson flame. Some time ago we said that Dirnberger was full of ginger. Since then we have added a teaspoonful of red-hot cayenne pepper. You know the results—all world's records.

One-mile flying	1:45	Two-miles flying	3:51 4-5
Third-mile unpaced	:36 2-5	Two-third mile flying	1:09 4-5
One-mile unpaced	2:07 4-5	Third-mile quadruplet	:34 2-5
One-mile quadruplet	1:45	One-mile exhibition	1:49

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CHICAGO CHECKERS IN LOUISVILLE.

LOUISVILLE, KY., June 8.—The E. B. Dye ten-mile road race was run today on the Southern Parkway in the presence of at least 5,000 people. The course is 2½ miles, which made it necessary for the contestants to turn three times in making the ten miles. The official score sheet is not yet made up, and it will take at least two or three days to finish it, on account of the protests and the errors made by the officials. At the far end there were six checkers, and their sheets were all different, and it was impossible to tell whether all of the contestants had covered the entire distance. This made it necessary to bring in outside parties to prove the statements of the contestants. At the present time three of the finishers are disqualified because their numbers are not on the checkers' lists. The man who finished seventh and was disqualified is at work trying to find evidence from parties other than officials who were at the turn to prove that he covered the distance.

The time limit was six minutes, and six starters had the advantage of this mark, among them being the winner. There were fifty-nine entries, fifty-one starters, and forty-three finishers taken by the officials. Two men punctured before going one mile and only one fall was reported, and he held the unlucky number thirteen. In making the second turn he tried to turn too short, and the wheel slipped out from under him, but happily he escaped without more than a few scratches.

The Winner.

The winner, John Mason Brown, is a young man of twenty-one, is six feet one in his stockings, and weighs 192. He claims that this was his first race on a bicycle and also that he has only ridden two months. He was formerly a member of the Yale class of '96 and while at college was a member of the football team. Since leaving college he has been engaged with a local firm of accident insurance agents and has only ridden his wheel in the ordinary discharge of his business and riding on the Parkway at night. He rode a Premier fitted with M. & W. tires.

A. J. Nowlin, the winner of the time prize, was another dark horse, as he has not devoted any time to road work. He started from scratch and kept with the bunch until within fifty yards from the tape when he spurted out from the crowd and crossed at least a wheel length ahead of Caperton. He rode a Columbia. While the time shows a second's difference between each of the scratch men yet they all finished within a second. The forty-five men finished within 3:27.

The Finishers.

PO.	NAME.	HDCP.	TIME.
1	John Mason Brown	6:00	29:18
2	A. W. Edwards	5:30	29:21
3	Ed L. Evans	6:00	30:00
4	Tal P. Shaffner	2:30	26:44
5	Fred Bachman	2:30	26:50
6	W. H. Seaton, Jr.	2:30	26:51
7	*H. W. Middendorf		
8	W. E. Reno	4:00	28:22
9	M. Murrell	4:00	28:23
10	Tom Knighton	2:30	26:54
11	W. A. Rubey	2:30	26:55

*Disqualified.

The Time Winners.

PO.	NAME.	HDCP.	TIME.
1	A. J. Nowlin	Scratch.	26:02
2	H. A. Caperton	Scratch.	26 03
3	E. J. Daubert	Scratch.	26:04
4	J. C. Mitchel	Scratch.	26:05

Dirnberger Did not Have a Sanction.

Since reporting upon the records made by Dirnberger, it has been discovered that he had no sanction from the Racing Board. When he came here he stated that he had come here to train for records and had a sanction therefor, but it turns out now that he telegraphed to Mr. Croninger asking for a sanction, but the latter could not grant it and wired him back to refer to page fifteen of the racing rules. This answer was accepted and preparations were made to make the records.

There were always a large number of people present and many of those in the grand stand used their watches in tallying with the officials. Your correspondent was present at all except one of the attempts; Watts, of the *Referee*, was present at all except one, so was G. E. Johnson, of the *Courier-Journal*, and E. W. Ledman, one of the most experienced cycle race timers in the state. These names should be a sufficient guarantee of the authenticity of the attempts. Public notice in the daily papers was given each day of the attempts to be made that afternoon and the grand stand was open to the public, who took advantage of the offer.

UNCLE SAM'S MESSENGER STARTS.

NEW YORK, June 12.—Albert Matthey left Fort Hamilton for Fort Sheridan awheel Monday morning at 6:07 o'clock. He bears dispatches from General Miles, and will make the round trip, having one month's furlough. Matthey is a private in Battery G, First United States Cavalry here. He wears a fatigue military uniform, leggings, and helmet. He is due in Chicago June 22.

ZIMMERMAN TO RIDE AT BUFFALO.

BUFFALO, N. Y., June 10.—The management of the Fourth of July meet of the Press Cycling Club, of this city, have made arrangements with Zimmerman to ride an exhibition mile at the meet.

CHURCH WINS AT RIVERTON.

RIVERTON, N. J.—June 9.—The bicycle racing season of the Riverton Athletic Association was opened at the new quarter-mile track here yesterday, and if the character of the racing witnessed yesterday is any indication of what lovers of cycling may expect then Philadelphia and the surrounding towns are about to witness the finest race meets ever given in this vicinity. A crowd numbering over 3,000 persons were present.

The riding of Charles Church, of the Chester (Pa.) Bicycle Club, was the feature of the afternoon. In each event in which he appeared he kept close to his most dangerous competitor, and when it came to the final spurt he won out in every instance. E. A. Bofinger, the crack New York rider, twice had to lower his colors to the Chester man, although he rode three plucky races. W. D. Osgood, the inter-collegiate champion, who represented the University of Pennsylvania, also made a fine showing.

The first five-mile race was prolific of a "spill." The men were going along at a lively clip when a tire was heard to explode and the next instant that part of the track was strewn with riders and bicycles in a most confused mass. Several wheels were smashed and McCurdy, Mead, Trott, and Jones were slightly injured.

Summaries.

One-mile novice.—John P. Stovell, first; Roland Conrow, second; Charles Miller, third. Time, 2:58⅕.

One-mile open.—Charles Church, first; W. D. Osgood, second; R. P. McCurdy, third; Carroll Jack, fourth; John A. Mead, fifth. Time, 2:26⅖.

One-mile handicap.—C. W. Pearson, 60 yards, first; Walter Douglass, 50 yards, second; D. C. Parkhill, 100 yards, third. Time, 2:17⅘.

Five-mile handicap.—Walter G. Douglass, 140 yards, first; Charles J. Seibold, 140 yards, second, William Soast, 315 yards, third; Lewis D. Castor, 260 yards, fourth; Joseph Verne, 210 yards, fifth. Time, 13:21.

Five-mile handicap.—Charles A. Church, 50 yards, first; E. A. Bofinger, 50 yards, second; Carroll Jack, 120 yards, third. Time, 12,37.

A SCARE AT BRIDGEPORT.

BRIDGEPORT, CONN., June 8.—About two thousand spectators attended the Rambling Wheelmen's races at Pleasure Beach here today. These were the opening cycle races of the year here, and the track was in splendid shape, although a strong wind made fast time out of the question. Nothing but Class A events were run.

What looked like a severe accident occurred in the final heat of the half-mile open, when Thomas Aston, of Bridgeport, who was riding in the lead and seemed to have the race won, was struck from behind by F. B. Stowe, of Conway, Mass. Both men fell heavily. The spectators rushed upon the track, and some miscreant started the rumor that Aston, who is a favorite here, was dead. Two ladies were prostrated by the tidings, and would have fainted had they not been reassured immediately of the utter untruthfulness of the statement. Both Aston and Stowe were unconscious, but came around in a few minutes. It is believed that both riders are injured internally.

Summaries.

One-mile novice.—H. Strick, first; J. B. Canfield, second. Time, 3:07.

Half-mile open.—E. F. Hand, first; E. W. Heyer, second. Time, 1:11⅕.

One-mile colored championship.—J. Farrer, first. Time, 3:03½.

One-mile open.—F. C. Hoyt, first; E. F. Hand, second; F. J. Elmer, third. Time, 2:28⅖.

One-mile handicap.—J. J. Adams, 80 yards, first; J. Bean, 80 yards, second. Time, 2:23⅗.

Two-mile Fairfield County championship.—F. C. Hoyt, first; Herman Leopold, second. Time, 5:48.

Five-mile handicap.—J. D. Ward, first; Geo. B. Cobb, Jr., second; Herman Leopold, third. Time, 12:56. C. Ford Seeley made best actual time in this race, riding from scratch in 13:18⅖.

LOWERED A STATE RECORD.

GRINNELL, IOWA, June 7.—The state record was lowered to 1:07¾ by Spaulding in the half-mile open today. The meet was a pronounced success, the racing being fast and closely contested.

Summaries.

Half-mile novice.—Parish, first; Cruwell, second; Whitehead, third. Time, 1:14.

One-mile open.—Storm, first; Hibbs, second; Hughson, third. Time, 2:25½.

One-mile, club championship.—Storm, first; Spaulding, second; Vanderver, third. Time, 2:40.

Quarter-mile open.—Cummings, first; Hibbs, second; Opitz, third. Time, :36.

Two-mile handicap.—Hughson, first; Thomas, second; Storm, third. Time, 4:54.

Half-mile open.—Spaulding, first; Cummings, second; Hibbs, third. Time, 1:07¾.

One-mile lap race.—Cummings, first; Underwood, second; Hughson, third. Time, 2:24½.

THE LAST DAY AT GRINNELL.

GRINNELL, IOWA, June 8.—The races today were closely contested although a heavy wind blowing up the stretch prevented very fast time being made. Storm won five firsts and one third prize, Spalding two firsts and two seconds, Vanderver two seconds and one third. All three are members of the Grinnell Cycle Club.

Summaries.

One-mile novice.—Heald, first; Clary, second; Parks, third. Time, 3:05.

Two-mile open.—Cummings, first; Hughson, second; Spalding, third. Time, 5:05⅘.

Half-mile handicap.—Storm, first; Vanderver, second; Hughson, third; Mierstein, fourth. Time, 1:04.

One-mile county championship.—Spalding, first; Vanderver, second; Wright, third. Time, 3:02.

Quarter-mile open.—Storm, first; Spalding, second; Cummings, third. Time, :33⅗.

One-mile handicap.—Storm, first; Cummings, second; Berend, third; Thomas, fourth. Time, 2:21.

Five-mile open.—Underwood, first; Hughson, second; Cramer, third. Time, 13:24⅘.

B U I L T

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Very truly yours, (Signed) B. L. McClelland.

L I K E A W A T C H

PROTIN'S FIRST APPEARANCE.

The Belgian Crack, After Two Years' Absence from the Path, Scores Two Clever Wins—What Americans are Doing.

PARIS, May 30.—Good weather favored the different race meetings held last Sunday all over France. At Dijon, R. Protin, the Belgian crack, won the Grand Prix d'Europe in brilliant style, defeating Rollin and Verheyen by about ten lengths. In the Course d'Honneur he again scored, beating, by about twenty-five meters, such men as Chabaud, Rollin, Fischer, and Lambrecht.

Protin has not raced since 1893, and his reappearance on the track after such a long absence was looked forward to with a great deal of interest in cycling circles, both in France and Belgium. His debut was certainly a most brilliant one, and the marked ease with which he won the different heats and finals of the two races in which he competed, have led some people to believe that he, and not Houben, is the real champion. The long-talked-of match between these two cracks takes place next Sunday.

The Wind too Much for Michael.

Michael, the Englishman, failed in his attempt to lower the 50 and 100 kilometer records. A large crowd flocked to the Velodrome de Rouen where the performance took place. Michael, the "little wonder," as he is called, was feeling fit and well, and "Choppy" Warburton, his trainer, felt confident that his "boy" would put the 100-kilometer figures up to where they would have to remain for a considerable length of time. Unluckily a strong wind came up in the course of the afternoon, rendering further fast riding next to impossible, and obliging the plucky little Englishman to stop at the seventy-second kilometer. Michael, nevertheless, beat the sixty-kilometer record, covering that distance in 1:22:34⅗, against J. Dubois' 1:26:12⅖, and rode 44 kilometers 600 meters in the first hour (27¾ miles).

"Billy" Martin scored his first victory of the season at Augers, winning the international from a field of seventeen. Morin again defeated Fournier in the grand international of 7,000 meters, in which race Martin took fourth place.

Wheeler and Banker went down to Bordeaux, where a grand race meeting had been gotten up for the inauguration of the new Mondesir track. Banker won the two events in which he competed, but Wheeler failed to get a place. In the international the struggle between Banker and Loste, the local crack, was very exciting. Loste stuck to Banker's hind wheel during the whole of the race and was only beaten at the finish by a short wheel.

Banker and Wheeler Hissed.

The tandem race gave rise to several incidents of a rather violent character. Banker and Wheeler, who were to ride together, did not appear at the start owing, it was said, to an accident to their machine. This hitch in the programme did not suit the "gallery," and they started hissing and yelling and throwing sticks upon the track, and not until the two Americans had consented to come out and ride an "exhibition lap" on a borrowed tandem would they be pacified. Banker won the ten-kilometer race, defeating Leneuf and H. Loste, who finished in the order named. The people who but a few minutes before were so hostile to him now gave him a grand ovation.

There was nothing sensational at last Sunday's meeting at the Buffalo track, but the card included the names of some good men, and the races proved very interesting. Barden and Edwards, the two English cracks, were to compete in the 2,000-meter scratch race, but the former did not start. It was whispered that his object in not taking part in the race was to allow his "chum" Edwards to win. His good intentions, however, were of no avail, for Edwards was very cleverly beaten in his heat by Mercier, and did not even qualify as fastest loser for the final, which fell to Maurice Farman, Mercier and Muringer taking second and third places.

Linton Ridden to a Standstill.

I. Blomely, an Englishman, won the 900-meter handicap from sixty-five meters, defeating Edwards in his heat.

The ten-kilometer race, with pacemakers, was the event of the day. Besides the two Englishmen—Barden and T. Linton—Muringer, M. The, Baras, Lartigue, and Germain started in the race. Linton got left at the start and had a hard struggle to catch up to the leader, Barden. These two soon lapped the field, but despite their efforts could not succeed in leaving each other. In the last lap Barden ran his opponent to a standstill, and passed the post a winner by thirty meters. Time, 13:25⅘.

Houben, the champion sprinter of Europe, rode at the Velodrome de l'Est. The Belgian won his heat in the handicap, and would probably have won the final had he not underrated the staying powers of the three limit men. He started well and was soon up with those placed immediately ahead of him, but he made a blunder in remaining too long behind them, and when he went off in pursuit of the leaders it was too late. Ascanio (sixty-five meters), Thibaudin (eighty-five meters), and Berny (seventy-five meters), three unknowns, passed the post in that order.

Houben won the 2,000-meter scratch race, but not without a hard fight with Vasseur, who finished barely half a wheel behind the Belgian crack, after a sprint of nearly two laps.

After the racing Dunwody, who won the amateur event, tried to beat the local mile record, flying start. He was unsuccessful in his attempt, his time being 2:05⅕ against Guerry's 1:59⅗. The pacing was not of the best, or he might have done a second or two better.

Banker Scores Again.

PARIS, May 31.—The annual dramatic cycling fete under the patronage of the Omnium Club took place yesterday at the Velodrome Buffalo. The attendance was more select than numerous, being principally composed of the friends of the artists engaged. The proceedings were under the direction of Coquelin, cadet of the Theatre Francais, who bore the titles of speaker and starter. In order to justify the first of these Mr. Coquelin made two speeches from a stand in the center of the grounds, the first of which was in the English language.

The race for theatrical artists included the names of thirty of the principal actors of Paris, of whom eighteen faced the starter. Dubosc, of the Theatre de la Bodiniere, won the final, the favorite, Saltier, taking third place.

The Bodiniere theater again scored in the consolation prize, Watson taking first prize.

The programme included a 2,000-meter scratch race for professionals. There being no other race meetings in Paris all the cracks had entered for this event, and no less than twenty-eight names colored the card.

The final went to G. A. Banker, who beat Gougoltz and Jacquelin. Among the cracks who suffered defeat either in their heats or the final were Verheyen, M. Farman, Fournier, and Muringer.



F. G. BARNETT, OF THE MONARCH TEAM, WHO TIED SANGER'S UNPACED MILE RECORD.

TRAINING AT SPRINGFIELD.

SPRINGFIELD, MASS., June 11.—W. C. Sanger and F. J. Titus, of the Spalding team, with their trainer, P. D. McGue, arrived last Sunday and have been training hard. Sanger is just beginning to get in condition. He is seven pounds heavier than last season, weighing now 209 pounds. He says his Louisville training did not increase his strength, but did increase his speed. "That," said he, "is why I was beaten at Plainfield Memorial Day. They started the sprint on the third and when I came into the stretch I couldn't keep up. So I have come here to do some hard work and get in condition."

Titus is in much the same condition and needs some steady hard work to get in form. He has been gaining strength and speed daily and when finally in good condition intends trying again for the hour record.

Cabanne, the third member of the team, went to Albany, N. Y., with Manager Shafer, being entered in last Wednesday's races. He came here after the close of the races and Saturday was in Clinton to attend the races there.

After leaving Plainfield the team planned to come here, but Chairman Gideon wired them at New York to return to Trenton—where they were entered—under penalty of suspension. Mr. Spalding advised them to do so and back they went, but could not get their wheels transported across the city in time and so were merely spectators. Sanger said he had read he was threatened with suspension, but didn't believe it.

Asa Windle, of the Columbia team, has been here some time, and Macdonald will arrive shortly.

Edward A. Nelson, the racing man, and Miss Emma Louise Holbrook were married at Memorial Church by Rev. J. L. R. Trask. Only a few friends were present. After a short tour the couple will return here.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES



"THEY ALL RIDE 'EM."

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

FINE FIELDS AT ILION.

ILION, N. Y., June 10.—Ilion is in New York state, Wauseon is in Ohio, Ripon is in Wisconsin, and all are towns from 1,900 to 3,000 inhabitants. It is a noteworthy fact that these three cities give meets annually at which the attendance is nearly double the total population of the city. A populous country surrounds each and from this country thousands of people are drawn. The enthusiasm is great and the racing men are treated so finely that once attended all wish to go again. Good fields are drawn. Today's meet at Ilion, given by the Remington Cycle Club, was not an exception. For the first time this season a splendid field of the crack riders was gathered together, the open B races having from twelve to fifteen starters. The attendance was surprising, trains bringing large crowds from all the neighboring cities along the line of the New York Central and West Shore roads.

The little grand stand was packed to suffocation, the inclosure in front of the stand was crowded, and hundreds of people swarmed over the track and would not be driven away. Two young ladies occupied the weighing-in box, Eddie Bald calling this the "private box." The track was good and was fast, although dusty. It was a half mile. Under the low roof of the grand stand there was a sea of faces and waving fans. The wind blew directly in the faces of the riders on the stretch but did not prevent fine finishes, most of them being so close that the judges had difficulty in placing the men, and in one instance, that of E. C. Johnson in the half-mile open, in which he was third, gave the rider no place at all.

Arthur Augustus Zimmerman was present and although the officials wished to place the great champion in the position as referee the L. A. W. rules would not permit.

Zimmy Acted as Judge

and in his accustomed pose, leaning wearily upon his cane, took third man. When asked what he thought of the job, Zimmy remarked, "It's a harder job by a long sight than I had ever thought. Keeps my eyes busy to catch that third man, and I miss all the fine points in the race." Zimmy came on the track from the dressing-rooms, and lolled along just beside the fence. One of the press men shrieked, "Hurrah for Zimmerman," and the grand stand rocked as the people jumped to their feet and craned their necks to see the "grand old man" of cycling. He was cheered, of course.

Sanger was entered for the races, but did not appear, remaining at Springfield to train for his three one-mile contests with Charles Murphy, which, it is said tonight, will take place at the New York Division meeting next Saturday. Bald was present, but failed to appear owing to his injury in the fall at Clinton, which has stiffened his arm.

Fred. W. Richt, winner of the Irvington-Milburn, was second in the one-mile novice race and also second in the one-mile open, Class A. In the latter he defeated F. Baron Stowe, the Springfield rider, who is riding particularly strong at this time. Coulter and Ziegler made their first appearance on the circuit, and in their bright green suits attracted great attention. Both displayed unexpected speed among the fast men, Coulter winning both the open contests, and Ziegler taking second in the half mile. Ziegler shot his bolt a little too early in the mile open, climbing clear from the rear to near the front, sailing along the fence on the inside like a meteor. The effort was too much, and he was one of the back markers when the tape was crossed.

Between Helfert and Jenny, both of Utica, there was intense rivalry. An entire train load of people came over from Utica to see the battle and among these people it was an even chance as to favorite. Helfert's father, a large portly man, was present and after his son's fine win of the mile handicap was heard, distinctly above the yells of the crowd, to give three cheers and a tiger for his son. As Jenny also afterward captured a race, the half-mile handicap, and made fully as game a fight as did Helfert, and as the latter was a competitor and unplaced at that,

Jenny Had the Best of the Argument

by a long ways.

Fred Allen, the star of the Barnes Class B team, displayed coming form, finishing well in several contests. Tyler was a competitor but is hardly showing good form at present. In a joking way, after the races, he remarked, "Just wait; this is a long season, and there are many days before us." Every member of the Stearns team received a fall during the day, two in one race and two in another and the Yellow Fellows' quarters looked like a hospital at the close of the day. Steenson, the Zimmerman of Ilion, was hoodooed. He was given the number thirteen and in his first race fell and was injured. He did not ride again. Sims, of the Columbia team, again forced his way by good riding into second and third positions.

In the mile open the field that faced the starter included many good men. Macdonald had the pole, Sims, Baker, L. C. Johnson, Eddy, of Columbus—the new member of the Eclipse team—Helfert, Ziegler, Coulter, Tyler, Titus, and Cabanne followed in the order named. Fisher was placed in the race to pace, and as the field started Macdonald on the pole caught his rear wheel. Coulter and Ziegler were toward the middle of the line, and Cabanne continued his recent run of hard luck by a nasty fall before the first quarter had been covered. Cabanne landed in a sitting position and was uninjured. As the men rounded into the turn Macdonald had the lead still. Coulter came up grandly. Before the quarter had been reached Ziegler made his sensational sprint along the inside of the line, and at the quarter died. Coulter gained the lead, and Titus came tearing up by his side, these two fighting for the last hundred yards for the inches necessary to a victory. Sims defeated Helfert for the third position in a warm argument, and Tyler ran fifth just ahead of Lutie Johnson. The time was 2:19⅖.

Thirteen Men Started in the Half Mile Open,

with Tom Eddy as pacemaker. Macdonald, Jenny, Steenson, E. C. and L. C. Johnson, Helfert, Ziegler, Coulter, Carter, Cabanne, Fisher, Barry, and Allen were the starters from the pole out. As the men rounded into the turn in this contest Coulter was seen to have the pole and Ziegler the outside of the line which included eight men fighting almost abreast. As they crossed the tape Coulter had the advantage by a foot, with E. C. Johnson hugging closely to his side and Cabanne pushing up on Johnson. Ziegler was just ahead of Helfert, who was coming grandly and was clearly fouled, but unintentionally, by the little Californian. Ziegler was fighting hard and did not follow a straight line. Macdonald was last in the race; Carter and L. C. Johnson falling at the last turn. The time was 1:04⅖.

Cabanne was scratch in the half-mile handicap. Jenny and Helfert had thirty-five yards. Jenny went away with his characteristic jump, and had the lead as the last turn was rounded. He came with a grand rush, and won the contest in 1:02⅕. Sims pushed him hard, and L. C. Johnson beat Titus for the third position.

The close of the mile handicap, in which Jenny and Helfert each had seventy yards, was a fight between the two, one on the inside and one on the outside. In this case Helfert's pull was the strongest, and he drew ahead by a splendid effort, and Allen slipped in for second position in a good sprint.

The field had been drawn back thirty-five yards, placing Jenny and Helfert on the thirty-five yard mark. Titus defeated Johnson for the fourth position. The time was 2:19.

Summaries.

One-mile novice.—S. H. Brayton, first; F. W Richt, second; George Fay, third. Time, 2:40.

Half-mile, Class B.—C. R. Coulter, first; Otto Ziegler, second; F. W. Fisher, third. Time, 1:04⅖. Also ran, E. C. Johnson, Cabanne, Helfert, Jenny, Macdonald, Carter, Barry, Allen. L. C. Johnson.

Half-mile open, Class A.—W. E. Shaw, first; J. G. Budd, second; F. B. Stowe, third. Time, 1:11⅖.

One-mile handicap, Class B.—W. J. Helfert, 35 yards, first; F. H. Allen, 15 yards, second; F. J. Jenny, 35 yards, third; F. J. Titus, scratch, fourth. Time, 2:19.

One-mile handicap, Class A.—A. F. Senn, 50 yards, first; K. B. Schmidt, 120 yards, second; O. C. Tuttle, 90 yards, third. Time, 2:13⅗.

One-mile open, Class B.—C. R. Coulter, first; F. J. Titus, second; W. F. Sims, third. Time, 2:19⅖. Also ran, Helfert, Tyler, L. C. Johnson, Baker, Ziegler, Macdonald, Eddy, Cabanne.

One-mile open, Class A.—W. E. Shaw, first; F. W. Richt, second; F. B. Stowe, third. Time, 2:26⅗.

Half-mile handicap, Class B.—F. J. Jenny, 40 yards, first; W. F. Sims, 20 yards, second; L. C. Johnson, 30 yards, third. F. H. Allen, 30 yards, fourth; L. D. Cabanne, scratch, fifth. Time, 1:02⅕.

ABANDONED THE PULLMAN.

The Pullman road race, scheduled for July 4, was abandoned by the Associated Cycling Clubs, of Chicago, at their meeting last Monday night. The fiasco of Decoration Day was still fresh in the minds of the delegates, and they determined to wait awhile before trying to manage another road race.

The question of holding the supplementary road race was disposed of, after a little discussion, by adopting the following course: Starting at 3:45 p. m., June 15, at Highland Park, the west road, commonly known as the "Ridge road," will be followed as far as Glencoe, turning southwest at that point through Winnetka, Wilmette, and Lakeside to Grosse Point, continuing to Evanston, striking the regular Chicago road race course at Main Street, and finishing at Windsor Avenue and Sheridan Drive. Men will be stationed at all turns on the road to guide the riders. A special train, consisting of four cars, will be chartered to transport riders and spectators to the start and finish. William Reed was appointed marshal to officiate at the finish. The same timers and others who officiated on Decoration Day will preside in the coming race. Busses will be provided to carry the spectators from Ravenswood to the finishing point. The special train will leave the city at 2 p. m., arriving at Highland Park at 3:15, thus affording the men ample time to dress for the contest.

COX A THREE-TIME WINNER.

MADISON, WIS., June 6.—S. C. Cox, of the Lincoln Cycling Club, of Chicago, rode at today's meet, and although a novice was put on scratch in all of the handicaps, the limit being 225 yards in a mile. However, Cox managed to win the novice and the half-mile and one-mile opens. The meet was part of the southwestern Wisconsin triangular circuit. The weather was fine, but the track slow.

Summaries.

One-mile novice.—S. C. Cox, first; Roy Smelker, second; Charles E. Delong, third. Time 2:32¾.

Quarter-mile open.—W. C. Schrader, first; T. G. Chittenden, second; A. Bingenheimer, third. Time, :35½.

One-mile tandem.—Ed Roth and Harry Crocker, first; F. H. Blodget and Frank Vanwart, second. Time, 2:59¾.

Two-mile handicap.—James Hodges, 400 yards, first; W. C. Schrader, scratch, second; Ward Lamberson, 200 yards, third. Time, 4:56¾.

Half-mile open.—S. C. Cox, first; Leon Chilcott, second; R. C. Smelker, third. Time, 1:13¾.

One-mile triangular championship.—H. C. Moore, first; Ward Lamberson, second; H. L. Hull, third. Time, 2:51.

One-mile handicap.—James Hodges, 200 yards, first; C. E. Delong, 200 yards, second; H. S. Bird, 175 yards, third. Time, 2:22¾.

One-mile open.—S. C. Cox, first; T. G. Chittenden, second; R. P. Searle, third. Time, 2:35.

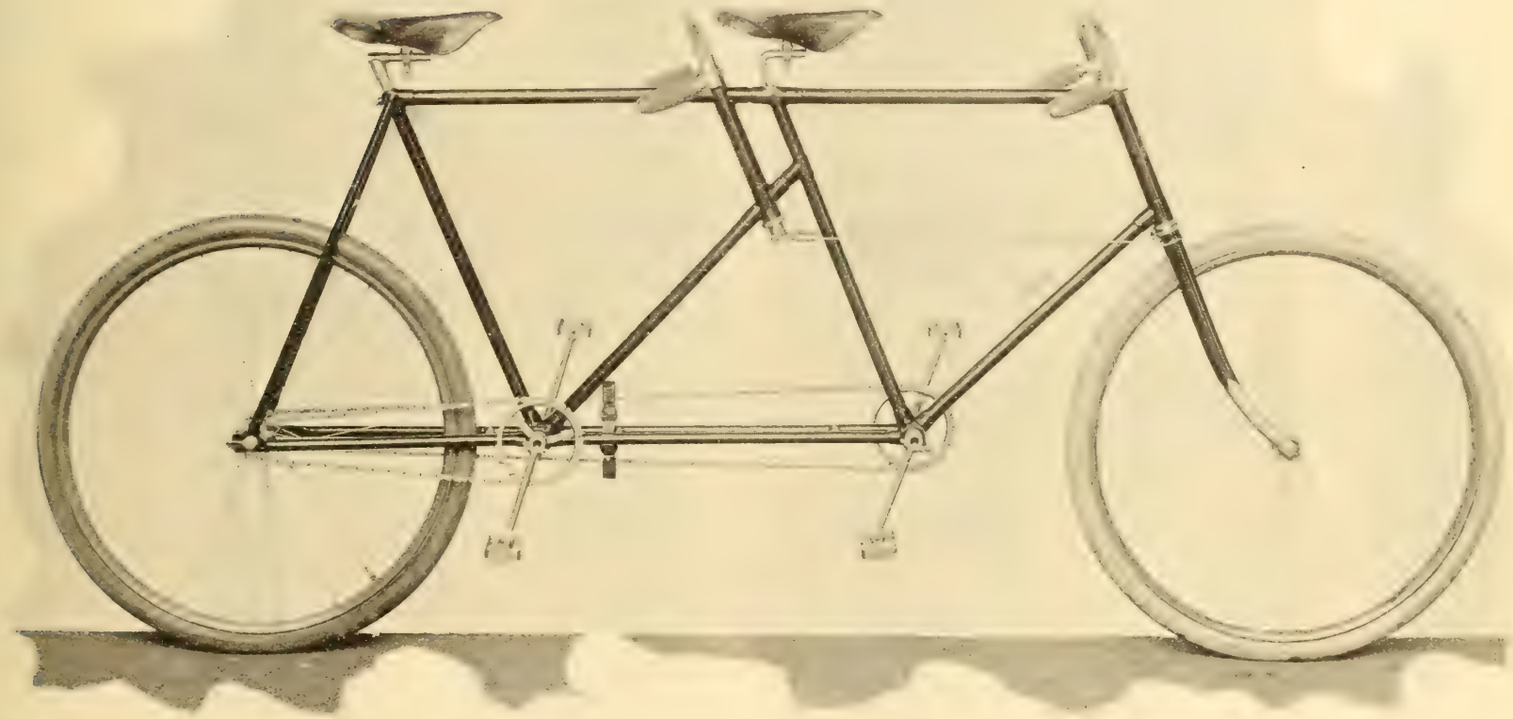


OUR NAME PLATE.

Our Tandem



OUR NAME PLATE.



Weight 37 Pounds.

ALL ORDERS FILLED PROMPTLY.

The Sphinx Cycle Co.

71 W. Jackson St., CHICAGO.

IT IS A SUCCESS

The Dunlop Tire on the Wood Rim

It gives no trouble either to the manufacturer (who pays more for it) or the rider (who can get it without extra cost).

INSTANCE No. 9.

The Central Cycle Mfg. Co.

SUPPLY IT ON

BEN-HUR CYCLES

AMERICAN DUNLOP TIRE CO., New York. INDIANAPOLIS, IND., 5-7-'95.

GENTLEMEN: Considering the number of Dunlop tires on wood rims we have used upon "Ben-Hur" bicycles this season, we are glad to say they have been, so far, very satisfactory.

We regard them the best detachable tires upon the market.

Kindly book our order for May delivery.

Yours truly, CENTRAL CYCLE MFG. CO.,
Per L. M. Wainwright, Pres.

No Delay! We Can Fill Orders on Demand

AMERICAN DUNLOP TIRE CO.

504=506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL. **36=38 Lombard St., TORONTO, CANADA.**

IT IS A SUCCESS

The Dunlop Tire on the Wood Rim

It gives no trouble either to the manufacturer (who pays more for it) or the rider (who can get it without extra cost).

INSTANCE No. 10.

E. C. Meacham Arms Co.

Supply it on their wheels,

AND THIS IS WHAT THEY SAY OF IT:

St. Louis, Mo., May 9, 1895.

American Dunlop Tire Co., New York.

Gentlemen: When we consider the number of Dunlop tires on wood rims we have used upon "Tribune," "Club," and "Meacham Special" wheels, and the small amount of trouble experienced, we certainly think you are entitled to our congratulations in giving the public a detachable tire that meets with universal satisfaction.

Yours very truly, E. C. Meacham Arms Co.
E. W. Beach, Pres't.

No Delay! We Can Fill Orders on Demand

AMERICAN DUNLOP TIRE CO.

504-506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL. **36-38 Lombard St., TORONTO, CANADA.**

THE GALESBURG MEET.

Illinois Division Members will Have a Good Time Next Week—The Programme.

Not since the Springfield meet in 1893 have the Chicago wheelmen shown so much interest in a division meet as they are showing this year for the Galesburg meet and it now looks as if the attendance would far surpass that of any previous tournament, not even excepting Rockford in her palmiest days. The reduced railroad fare has had much to do with this, aided by the systematic and business-like way in which the Galesburg Cycling Club has managed affairs.

The committee appointed by the Associated Cycling Clubs, of Chicago, to arrange matters has investigated ways and means thoroughly and has made the following report:

"This committee has arranged with the Burlington Route for a special train from Chicago to Galesburg and return for the accommodation of members and friends of our association. The train will consist of Burlington Route chair cars (seats free) and baggage cars specially fitted up for wheels.

"Train will leave Chicago Union Depot, corner Canal and Adams streets, at 8 o'clock a. m., June 19, making a fast run to Galesburg, arriving there at 12:30 noon, in time for lunch. Returning, a special train will be started from Galesburg about 7:30 p. m. the evening of the 21st, after the races, arriving Chicago at 11:30 p. m. If the committee find it desirable to spend the evening of the 21st at Galesburg, arrangements will be made to start the train from there at midnight, arriving at Chicago early the morning of the 22d. The price of tickets for the round trip will be $4 each, and tickets will be good for return from Galesburg up to and including June 22.

"The committee will arrange with the bureau of information at Galesburg to furnish for our excursionists rooms (two in a room) at 75 cents per day each. Meals at these places will be furnished at prices from 25 cents to 35 cents a meal. It is estimated that $10 will cover all expenses of the three days' trip, including admission to race track. For the special accommodation of racing men and others who wish to be on the grounds before the meet, the Burlington Route will sell round-trip tickets to Galesburg and return for their evening trains of June 18, leaving at 5:30 p. m., 6:32 p. m., and 10:30 p. m., at rate of $4 each. Tickets will also be sold for all trains of the 19th at rate of $4 for the round trip. Trains leave as follows: 8:30 a. m., 11:30 a. m., 5:30 p. m., 6:32 p. m., and 10:30 p. m."

Plenty of Accommodations.

It will be seen by this that the train service will be of the best. The C. B. & Q. people are doing everything that they can for the wheelmen and will have racks in every baggage car for wheels. At Galesburg there is plenty of accommodations for 6,000 people, many private homes being turned into boarding houses for the occasion.

The races will be far above the ordinary run and will all be hotly contested from start to finish. Bliss, Steele, Levy, Cooper, and Barnett, of the Monarch team, will be there to participate in the Class B races, while all of the best Class A talent in the state will be out in full force. If you want to have a good time, go to Galesburg.

TRANSPORTATION TO GALESBURG.

At the meeting of the Associated Cycling Clubs last Monday evening, the committee on transportation amended its report by indorsing and recommending the Atchison, Topeka & Santa Fe Railroad to the members of the various clubs composing the association. The Santa Fe has made arrangements for especial accommodations for wheelmen, and has made a rate of $4 for the round trip, including seats in chair cars.

Special chair cars and baggage cars, arranged for the accommodation of wheels, will be attached to the fast vestibuled train leaving Dearborn Station at 5 p. m. June 18, the day before the races.

For the benefit of those who can not go on this train tickets, round trip, will be sold at $4, good on trains leaving the Dearborn Station at 10 p. m., June 18, and 8:30 a. m., 5 p. m., and 10 p. m., June 19. Special parties are requested to communicate with J. M. Connell, the city passenger agent of the Santa Fe, at 212 Clark Street, or with the members of the transportation committee of the A. C. C., W. H. Gardiner, John T. Swarthout, and P. L. Clark, at room 1,360, Old Colony Building.

WANT A RACING MAN ENJOINED.

SALT LAKE CITY, UTAH, June 8.—The Western Hardware Co. has filed charges with the Utah representative of the Racing Board against Frank Thatcher, who until last Monday was a Class B member of the local Stearns team. Thatcher became dissatisfied and resigned from the team to join the local Rambler racers, which resulted in the protest from the Stearns people, who wish the Racing Board to enjoin Thatcher from riding any other wheel during the season of 1895. Thatcher claims he has signed no contract to ride for the Western Hardware Co. and that the latter has not fulfilled verbal promises made to him. As Thatcher is considered the fastest short-distance man in this section the outcome of the difficulty will be watched with interest.

RICHT EXONERATED.

NEW YORK, June 12.—All charges against Richt, the winner of the Irvington-Milburn, have been withdrawn. The race officials exonerate him entirely from any attempt to deceive the handicapper.

SEE THE EVIDENCE!

EVERY "STANDARD" CYCLOMETER CARRIES WITH IT THE MOST LIBERAL AND UNQUALIFIED GUARANTEE EVER PLACED ON ANY ARTICLE OF MERCHANDISE.

HOME LIFE INSURANCE COMPANY,
New England Department,
LOUIS H. SCHNEIDER, Gen. Mgr.

BOSTON, MASS., May 20, 1895.

In re Cyclometer.

NEW YORK STANDARD WATCH Co., 11 John St., New York.

GENTLEMEN: I beg to acknowledge the receipt of the new Standard Cyclometer in exchange for the one damaged and returned to you. Please accept my thanks. If you desire to refer to me, both for the correctness of your cyclometer, as well as the readiness with which you make good your promises, I am at your service. Yours truly,

LOUIS H. SCHNEIDER, General Manager.

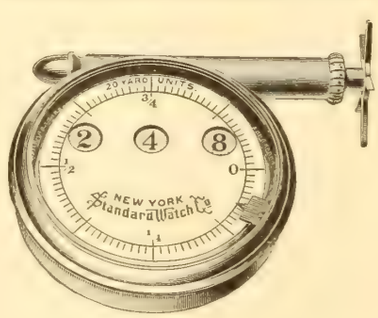
NEWARK, N. J., May 3, 1895.

NEW YORK STANDARD WATCH CO., 11 John St., N. Y. City.

GENTLEMEN; I owe you cordial thanks for your kindness in sending me a new cyclometer for the old one which had been injured, and for your promptness in attending to the matter.

This proof of the character of your guaranty is very gratifying to me, and I will endeavor to compensate by recommending so good an article wherever I have an opportunity.

Yours very truly, W. W. WINNER.



ÆTNA INSURANCE COMPANY OF HARTFORD,

HARTFORD, April 29, 1895.

THE NEW YORK STANDARD WATCH CO.

DEAR SIRS: The cyclometer reached me in good order this morning, and your generosity and promptness is fully appreciated by me. I shall never lose an opportunity to put in a good word for you amongst my cycling friends. Yours truly,

JOS. W. RUSSELL.

SYRACUSE, N. Y., May 8, 1895.

MESS. N. Y. STANDARD WATCH CO., 11 John St., N. Y. City.

DEAR SIRS: Received from you today cyclometer and letter that there would be no charge on it, which rather surprised me.

I had hardly expected that there would be no charges on it, but shall remember, and anything I may be able to do for you at any time will be gladly done. I remain,

Very truly yours, EDWARD J. THOLENS.

AURORA, ILL., May 10, 1895.

N. Y. STANDARD WATCH CO.

GENTLEMEN: I beg to thank you for your liberality and promptness. The "Standard" seems to be the cyclometer for which the cyclists have longed. Even in this city a wheel looks incomplete without one Yours respectfully,

FRED HARTZELL, 29 West Ave.

The New York Standard Watch Co.

11 John Street, New York.

103 State Street, Chicago.

Pacific Coast Agents:

Pope Manufacturing Co., 344 Post St., San Francisco.

Overman Wheel Co., Larkin and McAllister Sts., San Francisco.

Mention The Bearings

ZIMMERMAN-JOHNSON.

How the Much-Talked-of Match is Progressing—Eck says Zim Evaded Him.

SYRACUSE, N. Y., June 9.—The question of the day and hour is whether A. A. Zimmerman will accept John S. Johnson's challenge for a series of races to decide the championship of the world. That Zimmy will eventually accept there is little doubt in the minds of the sophisticated. A great howl has been raised that Eck will not allow Johnson to meet the "Skeeter" at the Asbury Park races, but Eck puts it, "Why should I contribute my services to help the League? Have they not abused both Johnson and myself? No, we will not ride at a tournament in which the L. A. W. is directly benefited, and you have my word for it. Johnson challenged Zimmerman, and if he wants to race the stake money will be forthcoming."

It must be known that E. C. Stearns & Co. have released the Minneapolis boy and his trainer because they do not wish to be identified with professionalism. But the Barnes Cycle Co., of this city, has made a contract with the pair, and Johnny will now be known as "The White Flyer." Although Eck had numerous opportunities to enter the employ of other firms he prefers to remain in Syracuse, where he has recently established a factory for the manufacture of patent liniments and oils for bicycles.

Zim Tried to Avoid Eck.

To a BEARINGS' correspondent Tom told a story which has not leaked out; a tale where he tells of the manner in which Zimmerman treated him for three days, beginning with the Waltham tournament on May 30. Eck went to Waltham for the express purpose of hunting up Zimmerman, confronting him, and securing a statement to the effect as to whether he wished to meet Johnson in a match race or not. Here is Eck's story in his own language:

"Johnson being a professional and no field for my protege in those ranks, nothing was left for me to do but discover whether there was a possibility of arranging a match with Zimmerman. That is why I occupied a seat in the press stand at Waltham and when Zimmy came on the track for his race against the tandem I determined to ask him then and there. But they were away so quickly that I had no opportunity to put my question. When the race was over and the Jerseyman started to cross the track I met him at the gate and stated my mission.

"'All right, Tom,' said Zimmy, 'I'll meet you at the hotel at 8 o'clock.'

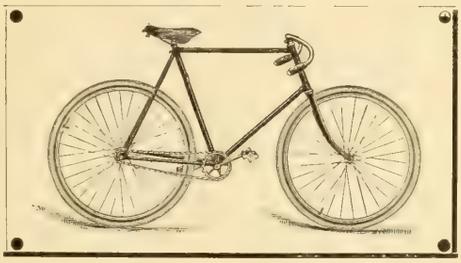
"I went back to the hotel, confident that we would have little trouble in coming to an agreement. I paced the lobby of that hotel from 8 o'clock until 10 and Zimmerman did not show up. I was mad at this treatment and still more determined to put my question to the professional champion. At Boston I saw Zimmerman again and he promised the second time to meet me. He did not show up. I learned that with his wife he intended to leave Boston by the packet and

"I Secured Passage on the Same Boat.

At lunch I met him again and the usual compliments of the day passed between us. He would see me on deck that evening, but I failed to see him. I paced the deck for hours and my wish remained ungratified. It could be seen that Zimmy wished to avoid me. In New York I had an engagement to meet him at the Everett House, but the champion was loath to talk the matter over and did not come. Then I went to the office of a New York cycle journal and issued my sweeping challenge to the world, giving Zimmerman preference in case he cared to take the matter up. Angered and mortified, a message from Joe McDermott to the effect that Zimmerman could not race Johnson did not soothe my drooping spirits. After the New Jersey rider saw the challenge which I issued he immediately came out with his own, which was all one-sided and too nonsensical to bear discussion. He knows that I will not race Johnson at Asbury Park, but any other place under the sun where a good track is located will suit me. I claim the right to compel him to reply to my challenge, which was issued previous to his, and incorporates articles of agreement which any true sportsman will concede are eminently proper."

Grand Rapids After the Race.

Eck will stick to his former declaration. He is willing to wager $5,000 on Johnson, but does not intend that Zimmy shall have his own way in regard to the details. In this city the general opinion is that Zimmerman will come to time. W. McLane, secretary of the Grand Rapids Track Association, arrived here on Saturday last and stated that he would give $2,500 for a series of mile heats, three in number. Eck is satisfied that this should suit McDermott, and is anxious to hear the latest status of the situation in Jersey. The sum is a large one for Johnson to put up, but there are men in Syracuse who stand willing to wager this amount on him, and will contribute handsomely toward the big purse. The conditions under which the races will be run have not been fully decided upon, Eck being obliged to wait until he hears more definitely from the head of the Zimmerman house. The professional champion is extremely contrary regarding the minor details of the whole matter, but Arthur R. Peck, manager of the Barnes Cycle Co., declares that the plans for the meeting are progressing finely and he is determined to bring the affair to a focus as speedily as possible. Yesterday Zimmerman's deposit was put up and Johnson's remains in abeyance. The latter will not cover the amount unless it is agreed to have the races run off on some track besides that of Asbury Park. Eck intends to force Zimmerman into the match.



BE PATIENT . . .

A GOOD THING IS WORTH WAITING FOR.

The best proof that a thing is good is the demand there is for it. The public at large are not to be deceived, and when the demand for an article is so great that with the best efforts of the makers it can not be supplied promptly, you can rest assured that it has true merit, and is worth waiting for. Be patient, and do not go and buy some cheap bicycle that you can get at once because you have to wait a little for a Tribune. It will pay you to wait. The Tribune is a good thing and all the best riders are getting it. It is the only wheel that has the Cycloidal sprockets. Ask your scientific friend if any other form of sprocket is correct.

Be patient, every order will be carefully filled in its turn. We can not give any one preference.

SEND FOR CATALOGUE. THE BLACK MFG. CO., ERIE, PA.

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, JUNE 14, 1895. NO. 15.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:
"EW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

HAS IT COME TO THIS??

We notice in some quarters persistent efforts are being made to advertise the "best wheel on earth," by giving away paper dolls for children. We are no nearer the point of auctioning off Fowler wheels than we are of offering paper dolls to the children to attract attention to our goods.

Just to think of it! A paper doll advertisement from those who "permitted us to grow up." We hold up our hands in holy horror and ask What is the business coming to?

J. A. JOHNSTON.

We take special pleasure in presenting for the first time to the readers of THE FOWLER TRUTH a picture of one of the best and most extensive bicycle dealers in the United States, J. A. Johnston, Pittsburg, Pa.



Mr. Johnston is a keen, hard-working successful business man who has attained his present high position in the business world by enterprise and honest methods. He has recently moved into a three-story building on Smithfield Street which has been strikingly and handsomely decorated and is without doubt one of the finest bicycle stores in the country.

We refer with pride to the fact that Mr. Johnston is an agent for the Fowler. He started in to handle Fowlers late in 1894, but did sufficient business with us to find out that the Fowler was worthy of his sole attention in 1895 for his high grade wheel and made arrangements accordingly.

Like every other Fowler agent he has not been able to get anywhere near the number of wheels he could have sold, yet by the time the present season has expired there will be some 350 more Fowlers around Pittsburg and vicinity than there were last year.

Al Johnston is known to all Pittsburg cyclists, and is very popular. He is a capital story teller and if the readers of THE FOWLER TRUTH should ever happen in Pittsburg we bespeak for them a "most grand" time should they have the good fortune to meet this Fowler agent of whom we are justly proud.

THE FOWLER

TRUSS FRAME

(patent applied for)

Is the Strongest, Most Rigid, and Fastest Made.

SMASHED.

Letter-Carrier Smith Lowers Elgin-Aurora Century Record From 6:45:45 to 6:40:00.

It is fresh in the minds of the readers of the FOWLER TRUTH that Letter-Carrier Smith, through a misunderstanding regarding pacemaking in the last 100 miles lost the Chicago and New York record by less than an hour. In that ride he used a Fowler.

Coming home much discouraged and disheartened at his really marvelous, but unsuccessful trip, he made up his mind to go for the century record with the results announced above.

The former record was held by C. D. Cutting, 6:45:45. This record has been sought for a number of times and has been missed as many. It remained for Letter-Carrier Smith, on the identical wheel on which he rode to New York, to gain the much coveted record.

When it is borne in mind that Smith, alone and unaided for three-quarters of the way, won this victory the ride becomes little short of phenomenal and reflects great credit on the man, the wheel he rode (The Fowler) and the tires with which the wheel was equipped—the Palmer.

Later in the year, Mr. Smith will make another attempt at the New York and Chicago record, and then there will be no mistakes about pacing.

The Fowler won time prize in 1893, and first and second place in 1894, and ***sworn-to affidavits that certainly seem reliable,*** say it won in 1895.

The goat ate up the geography,
From the first to the final line,
Then cried with a flash of fire in his eye,
"Aha, the world is mine!"

Not Guilty!!

Mary had a little calf,
And that, so went the rumor,
Explained why she would never wear
The knickerbocker bloomer.
—*The Monthly Blotter.*

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

CONCERNING REINFORCEMENTS.

There are reinforcements and reinforcements, some good and some bad. The object of a reinforced joint in the frame, head, or fork of a bicycle is to strengthen the part. The commonest way of reinforcing is to telescope a short piece of tubing into one of the main tubes of the frame, if that is the part to be strengthened, at the end where it fits into the connection. If the piece of tubing used as a reinforcement is merely sawed off square, and brazed into the tube of the frame, it might almost as well be left out. We have seen numerous examples, this season, of wheels constructed in this manner that have broken—most frequently in the head. In their anxiety to produce light wheels, makers have used the lightest of tubing, and realizing the necessity of reinforcements, have used the kind we have described, with the results that we have stated. A properly constructed reinforcement, if made of tubing telescoped in, should either be tapered down to a feather edge and most carefully brazed so as not to burn, or should taper to two or more points and as carefully brazed. Examples of reinforcements of this character giving way are rare. The mechanical reason for the last named methods being better than the first are as follows: Breaks are not primarily caused by one sudden jar or strain. It is only when the tubing has become crystalized and brittle by constant vibration that an unwonted strain causes it to break. Vibration is transmitted with little diminution through pieces of medal of uniform gauge. In the first reinforcement the vibration is carried to the end of the reinforcement and then expends itself on the unstrengthened tube beyond. The result is very much the same as if there were no reinforcement, or as if the connection on the outside were extended two or three inches farther. The main tube will snap off almost as quickly at the end of the reinforcement as if the latter were not there. In the other styles the vibration is gradually reduced, until, when the end of the tapered reinforcement is reached, it has been nearly absorbed, and what is left is transmitted through the entire length of the main tube. We trust that, warned by the failures of this season, makers will be careful to see that when reinforcements for their next year's wheels are made, they will be made in the right way.

CHICAGO TRADE NOTES.

C. W. Barr, the cyclists' outfitter, sent one of his bloomer catalogues to Alderman Coughlin, the man who wanted to prohibit the wearing of bloomers in Chicago. Mr. Coughlin was not polite enough to acknowledge the receipt of the pamphlet. Barr is still working nights to catch up on orders and reports a rushing business.

The Woodrough & Hanchett Co. is getting all of its wheels by express these days, so great is the demand for Eagles. Manager Duffett says that he can not begin to fill orders.

E. B. Preston & Co. have refused to accept any more orders for tandems. They are turning out about twenty Czars a day.

Manager Larsen, of Fowler's downtown branch, says that business, which had slackened somewhat before the road race, has once more picked up. The factory is supplying wheels more regularly now.

J. O. Blake's complaint is that he can not get enough Ramblers to supply the demand, which still keeps up unabated. He is selling quite a number of wheels to members of the Country Club, of Evanston.

Manager Scott, of the Indiana Bicycle Co.'s branch, sold eleven ladies' wheels one day last week. He says that for the first time this year he is having hard work to get enough wheels.

The Palmer Tire Co.'s Chicago offices resemble a beehive these days, and John Driver has his hands full caring for riders of Palmer tires.

The Kenwood Bicycle Mfg. Co., according to C. G. Jones, can not supply the demand for wheels, although working day and night. Mr. Jones says he has some 194 wheels ready for delivery.

The A. R. March Mfg. Co. is turning out the March Hare in large quantities.

The Hill Cycle Mfg. Co. is catching up in its orders somewhat, and is now but thirty days behind in its shipping. Between forty and fifty wheels are shipped daily.

The Monarch Cycle Co. is filling orders comparatively promptly, and is shipping from 150 to 160 wheels daily. It is somewhat behind in ladies' wheels.

With the addition of its new eight-story factory the Monarch Cycle Co. expects to turn out 40,000 wheels in '96. This year's output will be between 17,000 and 18,000.

The Monarch Cycle Co. pays its employes semi-monthly. It took just $12,360 to pay the men on the last pay day. The purchases of stock for June amounted to $65,000.

Several well-known capitalists are figuring on buying the business of E. B. Preston & Co., which is now being run by trustees.

The Graham Cycle Co., 601-603 West Madison Street, is making the Graham, an $85 wheel weighing 21 pounds. In April Graham sold 220 wheels at retail, and 190 in May.

Mason & Mason are working hard to catch up on orders on Soudans. They will build about 300 wheels this year.

The Sterling Cycle Works is refusing applications for agencies. Wylie states that the company has not booked an order since April 1 and that the agents are not allowed to increase their orders.

Last Friday was tandem day at the factory of the March-Davis Cycle Co. and twenty-two double machines were turned out. This firm will move its factory next year to a town east of Chicago, negotiations for such a move now being well under way. In the new factory there will be room enough to turn out 15,000 wheels, those figures representing the March-Davis output in '96.

The lack of small parts, such as pedals and balls, is holding the International Mfg. Co. back; notwithstanding this fact 150 Americas are turned out each week.

J. T. Thompson, vice-president of A. H. Revell & Co., and R. L. Barker, manager, returned last week from a visit to cycle factories at Erie, Beaver Falls, Pittsburg, and Indianapolis, where they have been in search of wheels.

The Fulton Machine Works has turned out a Thistle triplet which is built on very graceful lines.

Frank T. Fowler is willing to back Fred Stobbard, who claimed to be the winner of the Chicago race, against E. W. Fry, the other claimant, for $100, the race to be ridden with pacemakers, with a 2:25 limit on each mile. He is willing that Fairmon should participate in the race.

J. C. Maurer has opened up at 295 Wabash Avenue, the old store of the Century Cycle Mfg. Co., with a full line of high and medium grade wheels and sundries.

The traveling men of the Western Wheel Works are enjoying their vacations. They have been instructed to refuse to accept any more orders. Searle, Block, and White will devote their attention to road racing.

The Gormully & Jeffery Mfg Co. is catching up in back orders somewhat, but it still finds it hard work to fill orders for ladies' wheels.

Thorsen & Cassady report a great demand for bicycles as well as sporting goods.

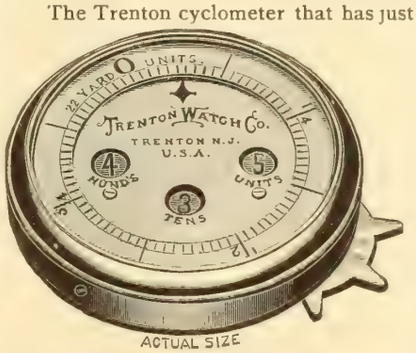
A. G. Spalding & Bros. are saying nothing, but sawing wood. Manager Canary says that business is splendid.

Bliss and Lumsden are getting more than their share of business at the Monarch retail store.

R. C. Lennie has resigned his position with the Pope Mfg. Co. to go with Morgan & Wright.

A NEW AND GOOD CYCLOMETER.

The Trenton cyclometer that has just been put on the market by the Trenton Watch Co., of Trenton, N. J., is unquestionably the neatest and lightest of the many recording instruments on the market. It is made of aluminum almost throughout and weighs but 2½ ounces. The figures are in black on aluminum dials, which adds greatly to the appearance of the cyclometer. It is smaller than any similar instrument and is strong and durable, absolutely accurate, noiseless, dust and water proof, and can be read at a glance from the saddle. Before the instruments are sent out they are tested both forward and backward at the rate of a mile in two seconds. The list is $2.



ACTUAL SIZE

The Munger Cycle Mfg. Co.

The rumors that have been apparently industriously circulated to the effect that the Munger Cycle Mfg. Co., of Indianapolis, were to cease the manufacture of bicycles is entirely without foundation. So far from this being the case the company is already enlarging its facilities and putting in more machinery with the idea of increasing its output for next season, and will continue to push the Munger wheels as in the past.

Interesting to Canadian Tourists.

American riders touring through Canada can find in every town and village of importance bicycle repair men carrying a stock of Morgan & Wright's goods. They are supplied through M. & W.'s Canadian representatives, Rice Lewis & Son, Ltd., Toronto.

A Bona Fide "Gold Brick."

A gold brick, valued at $50 net, is being offered by Morgan & Wright of Chicago, to the member of the Century Road Club making the greatest individual mileage during 1895.

LOS ANGELES HAS A SPLENDID TRADE.

LOS ANGELES, CAL., June 9.—Trade has been better here this year than was expected by the wildest dreamer. And today, even, but one firm in over a score doing business here can safely say that it has wheels enough.

The Victor and Rambler branch houses have been the least cramped for stock, thanks to the good judgment of their superiors. Several of the newer firms have done next to nothing on account of their hopes not materializing, and waiting too long to hedge onto other wheels. Probably the greatest sufferer has been the Lu-mi-num company, which has a fine store on Broadway and so far has received but half-a-dozen '95 wheels.

There have been several changes in firms the past week that, coming at the same time, form quite a coincidence. Allen & Patterson, the well-known Stearns house, dissolved partnership this week, W. J. Allen retiring. Chas. E. Patterson will continue the business at the old stand, 455 South Spring Street.

S. Larsen succeeds to the business of Leach & Larsen, of 308 West 6th Street, and Mr. Larsen will soon remove to 223 West 5th Street, thus being close to "cycle row." He makes a leader of the Relay, does repairing, and builds bicycles.

Ulbricht Now Owns the Whole Business.

Phil Kitchin, Jr., the well-known racing man, has retired from the firm of Ulbricht & Kitchin, Thistle agents and repairers, and Emil Ulbricht will hereafter control the Thistle business at this pleasant store, 438 South Spring Street, that has been their place of business for some time. A. W. Cleaver, of the Thistle racing team, is at present keeping books for Ulbricht and will not go into partnership with the "Flying Dutchman" as has been stated.

Chief Consul Allen, who retires from the Stearns house, will probably go in with his cousin, Will Knippenberg, the Syracuse agent for Southern California.

Joe Singer, the gunsmith of 113 1st Street, has with the Harris brothers organized the Southern California Arms Co. and taken the Falcon and Gendron agencies. Steve Spier, who has traveled for the Rambler house here for a year or more, is now with this new firm.

C. C. Hopkins, who was for years the head bicycle hustler of Denver, and the first professional to resign from the L. A. W., is now stationed in this territory for Thos. H. B. Varney, who controls California, Arizona, and part of Mexico for the Rambler.

Lester Hickok, for years the oldest bicycle traveler in this country, has resigned his connection with the Pope Mfg. Co. and will hereafter devote all his attention to his store here (Stephenss & Hickok), in which he has been interested for two years. Stephens & Hickok have Southern California for the Columbia line and also handle cutlery and sporting goods.

An Ex-Mayor a Dealer.

Ex-Mayor Henry T. Hazzard owns the largest hall in town, the Pavilion, and he has turned it into a bicycle riding school. He handles the Phoenix, Crawford, Wolff-American, and Munger.

The Pacific Cycle Co., of South Broadway, is making a neat looking machine called the Pacific Roadster.

The Russell Mfg. Co., which handles the Union and Sterling, is now turning out some handsome tandems. It builds quite a few bicycles and so far has turned out the best tandem made on the coast. The Russell company handles tires and all kinds of supplies for the coast and is the leader in its line.

The Victor branch house here is in charge of C. C. Asbley, a very popular young man, who is ably assisted by Messrs. Barnes, McStay, and Tomkins. The Overman Wheel Co. does a good business from its house here, and has had quite a run of late on its sporting goods. Harry Walton, the famous football player, is in charge of this department for all three branch houses, and divides his time between San Francisco, Los Angeles, and Portland. The Victor people do an extensive repair business from their house here.

The Tuft-Lyons Arms Co., whose store is several blocks up Spring Street from Cycle Row, has done a splendid business this year with Crescents. The Spalding and Clevelands are also handled, but the bulk of cycle trade has been with the Crescent line, its trade in them alone being over 400 machines. "Pinto" Jenkins, the cycling humorist, travels for this house.

Some of the New Houses.

Of the newer houses Baker & Hamilton and the Petaluma Incubator Co. have both done a good business for the effort they have expended. The Petaluma people have their main store at Petaluma, thirty miles north of San Francisco. They handle the Erie and Pierce lines made in Buffalo. Baker & Hamilton are a branch of the house of the same name in 'Frisco. They have the Tribune and Monarch for all the country west of the Rockies. Their cycling man here is Harry Burke, brother of W. A. Burke, the racing man, and the other Burke brothers who handle the March.

Hawley, King & Co., who are extensive implement and carriage dealers, are pushing the Keating and Ajax. They are well pleased with the cycle business being done, and like all the rest have been unable to get wheels fast enough.

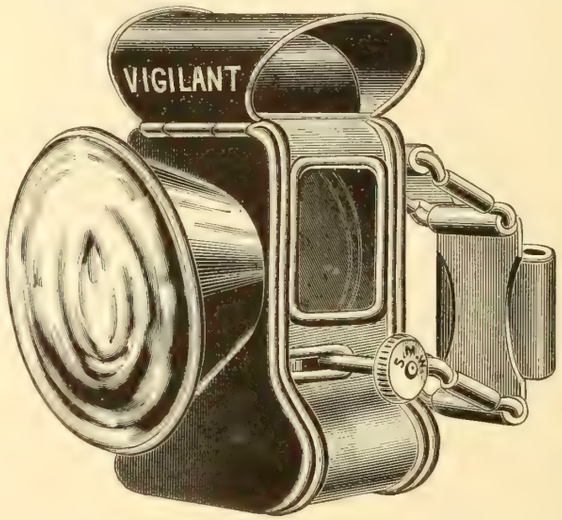
It was reported that the Ben-Hur and Waverley people would have branch houses here, but nothing has been done as yet. Up in Northern California the Waverley and Ben-Hur have had a grand business.

P. L. Able Cycle Co. has sold a lot of Orients, and Mr. Able is now connected with Phelps & Botts, the big carriage house, who will also handle his wheel.

H. O. Hanes has the March agency for this part of the country, and has had Burke Bros. doing a good local business with it on Cycle Row. He also in conjunction handles the Czar.

SOMETHING NEW IN LAMPS.

The Pond-Cottle Co., 26-28 West Randolph Street, Chicago, has something really novel and original in the Vigilant lamp which it is just putting on the market. A BEARINGS' representative was shown one of the first lamps turned out. The clamp is riveted instead of soldered, thus saving quite a bit in weight. The strap of the lamp is a single piece dovetailed to the back and top, leaving a clear opening at the bottom giving plenty of air, which really makes a good lamp. The sides lights are removable. The



lense is 3-32ds of an inch with a quarter-inch arc, making it extremely light. The Pond-Cottle Co. expects to do a big business and it ought to, for it has a ready seller in the Vigilant. One new departure is the finishing of the lamps in colors, red, black, blue, and many other colors of japanning being used.

Among the company's other novelties are strong but light pants guards and an aluminum tool bag half the size of the ordinary case, with the tools fitted in as in a jeweler's case, preventing rattle. This bag weighs two-thirds less than others.

FEATURES OF A FOX.

The Fox Machine Co., of Grand Rapids, Mich., is doing a splendid business with the Fox. The machine is strictly high grade and is built on handsome lines. The list price is $100. The Fox is most rigid in two points—



the front fork and crank hanger. The front fork is made of one piece of tubing with tubular rim forcement, crowned with a drop forging; the seat post tube tapers from a large oval at the bottom to round at the top.

ENGLISH TRADE NOTES.

LONDON, June 1.—During the week I have visited Battersea Park with a view of seeing if all the stories circulated with reference to the present craze for cycling shown by society were true. I was much surprised to find that so far from being exaggerated the tales have not really been tall enough. To begin with, it is a common sight to see a stylish victoria driven down Park Lane conveying two ladies and a bicycle, the latter resting upon the knees of the fair occupants. Arrived at the park, the footmen take out the machines, pump the tires, and then the ladies take cycling exercise round and round the park. The morning I was there I counted 300 lady cyclists, nearly all of the upper classes, and there must have been at least half as many gentleman. The machines used are for the most part very bad. In fact a visit to the park seems to solve the question which often puzzles many cyclists, namely: What becomes of all the old machines? True, many of the cycles were fitted with pneumatic tires, but the makes were for the most part unknown even at show time, which means a great deal. The ladies can, however, ride very fairly, although of course very slowly, so as not to melt the paint, and they frequently steer with one and hold up a sunshade with the other. The effect is extremely funny.

Rational Dress is not Considered "The Thing,"

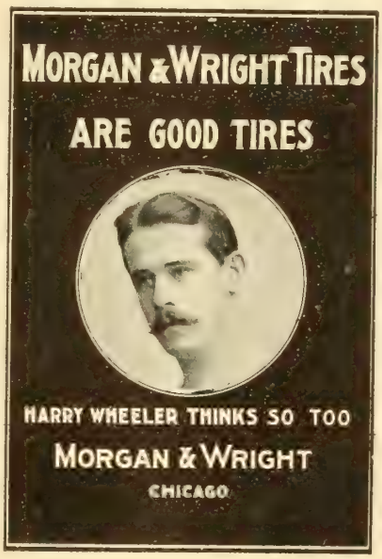
for which relief much thanks, but nevertheless it would be more decent than many of the ordinary dresses worn, which blow about a great deal and won't be kept down. The ladies seem to require ginger beer, lemonade, and ices at about every two laps, so that the distance they ride in a morning is not very great.

Now, the question is, what good does all this do to the trade and cycling generally? So far as the society people themselves are concerned it doesn't matter to the makers whether they ride or not, for with them it is only the latest fad of their idle lives. However, the majority of people in this country fully come up to Carlyle's description, and hence it follows that they will copy the aristocracy at all hazards. But with them the taste for cycling will be more lasting as they will really feel the benefit they derive from it. The middle classes are strictly conservative because it is respectable to be so, and because they are not given to thinking matters out for themselves, but when they find that the people they believe to be above them cycle, why of course they will cycle too. This then is the real reason why we should feel glad that the West End has taken to the pastime, if only as a fad. The middle classes will copy them, and once cycling becomes general the trade interests will be benefited. I believe that this season will show a great increase over any preceding year in the sales of ladies safeties, and it behooves the trade to give greater attention to these machines. Already the output of this particular type of cycle is comparatively large and in the near future it will be still larger. Moreover, it will tend to increase the sale of gentleman's machines, for

Few Ladies will Ride Without an Escort,

and hence it follows that the whole trade will ultimately be greatly benefited by this latest society fad.

The prospectus of the Triumph Cycle Co. is out this week. I gave particulars of this a little time ago, but I may remark that the general opinion seems to be that it is a good thing.



The Cyclist this week has an able leader on the narrow handle-bar craze, which is at present evident. The writer of the article recommends a 23-inch bar and in this I heartily concur. A 20-inch bar certainly does contract the chest to a marked extent. I agree that the handle-bar should be the same width as the distance across the rider's shoulders over all, or if any thing a little wider. Cycle construction certainly suffers too much from fashion, as years ago narrow handle-bars were tried and then abandoned.

A Mrs. Heywood, of Leeds, has ridden 100 miles in 8:20:00 riding time, which conveys a beautifully vague idea as to what her performance really was. She might have done it all in one day or taken a week over the job. The funny part of it is that she pretends to be very angry at the ride being mentioned, and has got a fine advertisement by writing to the papers to say so. She says that she thinks any lady could do the same time "if she rode a Psycho." Oh, the nimble, nimble ad!

Dan Albone, of Biggleswade, is doing quite a large business with his

Ball Bearing Carriage Wheels.

He has supplied quite a number this season and all have been fitted with clincher tires, which Dan thoroughly believes in. He recommends these tires on his Ivel cycles, and I am not at all sure that he is not right.

C. A. Palmer, of the St. George's Engineering Co., has been giving his opinion upon the wood-rim controversy, and I am glad to find that the view I long ago expressed upon the matter is confirmed by his remarks. So convinced is he that wood rims are not so good as steel ones that he has withdrawn the guarantee always given with the New Rapid wheels on all machines fitted with wood felloes. He maintains that the wood rims are never really true, and have to be strained into position by the tension of the spokes, and that they are certainly liable to expansion and contraction. Coming from so practical a man as Mr. Palmer, this opinion should have some weight with riders and the trade.

WILL O' THE WISP.

QUAKERS CATCHING UP IN ORDERS.

PHILADELPHIA, PA., June 9.—With the arrival of large consignments of wheels during the past two or three weeks the local trade has assumed a brighter outlook, and dealers have been enabled to nearly if not altogether catch up with their many orders. Of course there are one or two houses which are as badly off as ever, but in a little while they will be able to supply their customers without delay. Even though they have had to wait weeks, and sometimes months for machines the dealers are not complaining, the great increase in business over that of previous seasons more than repaying them for their long waits.

Of the most recently established firms—and there are quite a number of them—

Garden & Brewster Have Probably Done the Largest Business.

In fact they have held their own with the oldest established houses in the city. The long cycling experience of both members of the firm has served them in good stead, and their business sagacity, aided with liberal advertising, has built up a big trade in a remarkably short space of time. Victor wheels have been pushed as they never were before, and nearly twice the number of wheels sold here last year has been put out. The success of their agency for the Crescent wheels has also been very marked, and the Western Wheel Works should feel very satisfied over their first year's sales in the Quaker City. In addition to selling for spot cash the firm also early inaugurated the installment plan and in this manner has been enabled to give the poorer classes two of the best wheels on the market on easy weekly payments. Mr. Garden told THE BEARINGS' representative yesterday that he was entirely satisfied with the business done thus far this year and if it continues so next season a larger store will have to be secured. Thus far this firm has disposed of over 1,000 machines and before the season closes this number gives promise of reaching much higher figures.

The Sale of Sundries in This City

this year has been very large, particularly in cyclometers. For this line the many houses have been prepared for the rush of business and no difficulty has been encountered by purchasers in getting what they want. The Standard cyclometer has been a great seller and the Spalding and Hilliard have also come in for a large share of business.

Business is still rushing at Spalding's and Manager Keith and his assistants are very busy men these days. In addition to Spalding bicycles a large number of Crescents, and the wheels bought in from the stock of Bailey & Co., have nearly all been disposed of. For a new wheel the Spalding has had a wonderful career—in Philadelphia at least. Last season it made its bow to the public and bounded at once into public favor. To do so proved that the wheel had merit and this fact has been proved so many times it is no wonder it is so popular among wheelmen, not only of this city but of the country at large.

H. A. Lozier & Co. have been represented in this city for several years and

Each Season Finds their Business Growing and Broadening.

Early this spring they were forced to open a branch house downtown, which, together with the extensive establishment at 1,724 and 1,726 North Broad Street, gives them better facilities than many local houses. Manager Maloney has mounted many riders on Clevelands thus far this year, and although he has suffered for lack of machines he is nevertheless satisfied.

George D. B. Keim & Co., who are offering the helical wheel to the local public, are meeting with much success in their new venture. Although the bicycle business is only a side line the firm departed from its usual line of trade and took up something which although new on the market has proved a complete success.

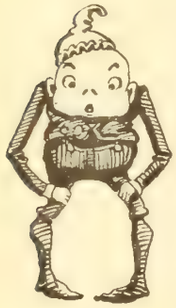
E. K. Tyron, Jr., & Co. are at present handling the Apollo, Eagle, and Lovell Diamond, and report a brisk business in all three makes. Purchasers of bicycles not feeling able to buy a machine outright find this firm willing to arrange sales on easy terms and anxious to do anything fair and reasonable.

ABOUT VALVES.

No small percentage of the trouble that cyclists experience with their tires is caused by the valves and the lack of judgment that the riders themselves display in the use of them. Tire manufacturers have again and again warned the users of their goods that valve caps should not be screwed up very tight. We realize that when the rider finds that there is a slight leak in his wheel he is subject to a great temptation to screw the valve up as hard as possible. This is a mistake. A valve should never be screwed up with a wrench, pair of pliers, or not even as tight as it can be screwed with the fingers. In every valve there is a delicate little rubber washer that prevents the escape of the air, and while it may possibly make the valve a little more secure, for the time being, to tighten the cap to its utmost capacity such procedure will in a brief time ruin the rubber washer and then all the tightening in the world will not prevent its leaking.

A NOVEL METHOD OF ADVERTISING.

The little novelties offered by the "Brownie makers" should prove splendid material for advertising by the bicycle trade as well as others. Dealers who are interested in attracting attention to their window displays can not do better than to place an order with this firm. The little figures that they get out are more than ridiculous and will provoke a laugh from the most staid. The advertisement of the novelties on another page will well bear reading.



The Tillinghast Changes Address.

The Tillinghast Mfg. Co., maker of the Tillinghast detachable tire, has recently made several important changes in its business and management. The company has made a very favorable arrangement with the Revere Rubber Co., of Boston, which will hereafter manufacture and sell this tire under a royalty. It is about to close contracts with two other large concerns which will be licensed to make the tire. The factory on Orange Street has been closed and the office removed to 11 Exchange Place, Providence, R. I.

Adding to the Royal Plant.

Extensive alterations and an addition to the Royal Cycle Works, of Marshall, Mich., have been contracted for and operations will be commenced to carry out the plans on Monday, June 10. The plans call for the removal of the present offices which will be added to the machine shop; the present storeroom will likewise form a part of the machine shop. A large addition to the frame making and fitting rooms will be added, thirty-two feet wide and eighty feet long, two stories in height. New storing and shipping rooms are to be added; new offices are to be built, two stories in height, the lower portion of which will be used as a general office with private offices adjoining for the principals. The Royal Cycle Works expect by these alterations to be in a position to supply all agents at short notice.

Manager Gorham is now busily engaged in making his selections of machinery, which, it is understood, will be of the highest class and consist of all the improved cycle making machinery up to date. Special tools have been designed, and during the brief spells that have occurred during the tremendous rush, the 1896 model has received close attention. The firm are putting in a new engine and boiler to give an additional 175 horse power. Automatic machinery will be added, as well as the latest hub-making machinery. The Royal Cycle Works have made just double the number of wheels this season that they have in any one year previously, and it is arranged that the output next year will be three times greater than this.

HOW TO CALCULATE GEARS.

Even at the present time there are riders who do not understand how to figure the gears of their wheels or know what a gear really is. The gear of the safety was evolved from the ordinary. A safety geared to 54 inches is one that will be carried as far by one revolution of the pedals as would an ordinary with a driving wheel 54 inches in diameter. A 72-gear is equivalent to an ordinary with a driving wheel 72 inches in diameter, if such a machine were possible. The commonly accepted way in which to figure gears is to multiply the diameter of the driving wheel of the safety, usually 28 inches, by the number of teeth in the front sprocket wheel and then divide by the number of teeth in the rear sprocket. This, however, is not a calculation that is easily made mentally, as it is frequently desired to make it. There is another way that is easier although not so commonly used. Divide the number of teeth in the front sprocket by the number in the rear and multiply the diameter of the driving wheel by the result. The front sprocket wheel, for example, has 16 teeth and the rear sprocket 7 teeth. Sixteen divided by 7 equals 2 2-7. Twenty-eight, the diameter of the driving wheel, multiplied by 2, equals 56, and 2-7 of 28 equals 8, which added to 56 makes 64, the gear of the machine. To find the distance that one revolution of the pedals will carry the machine multiply the gear by the fraction 3.1416 (or 3 1-7, which is practically the same thing). Thus a 64 geared machine will be carried by each revolution of the pedals 201 1-7 inches, or 16 feet 9 1-7 inches.

The information has been given out that Otto Roehr has been declared winner of the Irvington-Milburn road race, the first two men to finish being disqualified on account of the wrong information given by them as to their previous best times, which gave them a larger handicap than they otherwise would have had. Roehr's mount was a Stearns. As this is one of the most important road events of the year, E. C. Stearns & Co. feel very much elated over Roehr's victory.

Bean & Lang, of Fond du Lac, Wis., manufacturers of the United States cyclometer, have doubled their capacity, and can now fill all orders promptly. The price has been reduced from $3 to $2.25.

On May 30 riders of the Stearns demonstrated the speed and durability of that popular bicycle by winning 119 first, second, and third prizes, the larger portion of which were firsts.

A. J. Pendergast, of the Century Cycling Club, Syracuse, won the two-mile race and championship of Syracuse June 6. He rode a Stearns.

PEERLESS

TRADE MARK



DO YOU

WANT WHEELS?

And Peerless Wheels at that?

We Have Greatly Increased Our Production

And Can Give Them To You.

The Peerless—	Model G, Light Roadster,	21 lbs.	
"	" BB, Track Racer,	17	"
"	" K, Ladies',	24	"
The Triangle—	" H, Roadster,	24	"

NOTE—All Peerless Bicycles Have Blue Rims.

WRITE FOR PRICES AND TERMS.



THE PEERLESS MFG. CO.

CLEVELAND, OHIO.

GIDEON'S SAY.

Suspended pending investigation: Benjamin Wells, Kent, Ia.; A. D. Kreamer, Des Moines, Ia. (supposed to be same party); A. W. Cleaver, Los Angeles, Cal.

Transfers to Class B: George L. Hall, San Francisco, Cal., clause (b); W. E. McCrary, San Bernardino, Cal., clause (b); H. M. Lamon, Watertown, N. Y., clause (c), exchange of prizes; Eli Winesett, Olympia, Wash., clause (g); George W. Redfern, Wilmerding, Pa., clause (i); Edwin Oliver, Denver, Colo., clause (b).

Additional circuit referees are: H. E. Raymond, C. E. Huck, R. G. Steel, B. W. Cole.

Two-mile, flying start, unpaced (class B) record, made May 25, at Louisville, Ky., by F. G. Barnett, is 4 minutes 42⅘ seconds, and has been accepted by the Racing Board.

For knowingly competing at unsanctioned races Richard Morris and Charles Hackett, of Kansas City, Mo., are suspended for ninety days from May 30.

Riders suspended for thirty days from May 31 for competing in unsanctioned races: Julian Laube, Brooklyn, N. Y.; Frank A. Munger, Brooklyn, N. Y.; Lansing Cornwell, Freeport, N. Y.; Charles White, East Rockaway, N. Y.; William Stewart, Southport, N. Y.; Irving Wells, Greenport, N. Y.; Russell Conkling, Shelter Island, N. Y.; Will Reeves, Greenport, N. Y.; Walter Downs, Greenport, N. Y.; Irving Tuthill, East Marion, L. I., N. Y.; G. L. Worth, Peconic, N. Y.; John Geehring, Greenport, N. Y.; George Doyle, Greenport, N. Y.; C. S. Burtis, Glen Cove, N. Y.; J. F. Stewart, Glen Cove, N. Y.; E. D. Skinner, Glen Cove, N. Y.; C. J. Stewart, Glen Cove, N. Y.; William Hendrickson, Freeport, N. Y.; John Goeller, Brooklyn, N. Y.

To relieve racing men of unjust suspicions of their status caused by unauthorized announcements of the proceedings of the Racing Board it may be stated that the invariable intent of this board is to fully enforce the rules, and discipline all riders who by violation of the rules render themselves liable to penalty.

The fact that no penalization of Class B men appears in this bulletin is evidence that the board has so far no grounds for disciplining any of them.

In view of what may be a general misunderstanding among racing men, it is deemed advisable to call special attention to rule "A" of the General Rules, that "any rider willfully competing at races not held under the rules of the board . . . shall be liable to suspension from the racing track," and the last paragraph of rule "B," that "a rider competing at a race meet or event not thus officially sanctioned shall be suspended at the option of the board." The verbiage plainly includes every rider who races. The riders in professional events at race meets already sanctioned by this board are amenable to the rules of the board.

S. W. Hall, "pioneer manufacturer of over gaiters and leggings of all descriptions," has made quite a hit with his bicycle leggings. They are something new and novel and fit the limbs like gloves. Mr. Hall is located at Room 6, 50 Jackson Street, Chicago. His illustrated catalogue is worth sending for.

Zimmerman will ride at the two-day meet of the Pittsburg Athletic Club, June 21 and 22. The races will be run on the quarter-mile track on which Tyler, Bliss, and Banker made remarkably fast time last year. The prize list amounts to $2,500.

The Marion Cycling Club will run a ten-mile road race and track race on June 28. It has secured a $1,200 prize list, which will be for Class A riders only. It has a fine half-mile track, which will be put in good shape for the meet.

The Union Cycle Mfg. Co. is issuing a very neat little silver souvenir in the shape of a pot of Boston baked beans pendant to a bar on which a pig is the most prominent figure.

The Indiana Rubber & Insulated Wire Co., of Marion, Ind., which makes the Duryea tire, is making extensive preparations for 1896. Business has been splendid this year.

Lazarus Silverman, the Chicago banker, Thomas P. Keyes, and A. L. Funk have incorporated the Enterprise Cycle & Mfg. Co., of Chicago, with a capital stock of $250,000.

Zimmerman has posted $5,000 with the First National Bank, of Asbury Park, N. J., his share of the stake money in the proposed Johnson-Zimmerman race.

The Elgin Cycle Co., of Elgin, Ill., has been incorporated with a capital stock of $100,000 by T. W. Duncan, R. D. Hollecbeak, and Clark H. Eno.

W. Smalley Daniels, the energetic little representative of the Plymouth Cycle Co., was married to Miss Milburn, at Bristol, Ind., June 5.

Fred Patee, who is engineering the Indianapolis meet on July 4, is anxious to get the address of Charles G. Kilpatrick and wife.

The Lieb Cycle Guard Co., of Elkhart, Ind., is doing an enormous business. Its chain guard seems to have scored a bull's-eye.

C. Ford Seeley rode fourteen miles in the Westport road race at Bridgeport, Conn., June 10, in 33:00 flat.

WANTED, A PARTNER.

I have recently bought up the stock of a large bicycle company and am increasing the plant by erecting new buildings, etc., and expect to turn out 10,000 bicycles in 1896. Would like to take in a partner who would be able to assume the general management of the business and put in about $50,000. Address, MANUFACTURER, "The Bearings."

BICYCLE MANAGER WANTED.

We have an excellent position for a first-class bicycle salesman and manager of a retail bicycle business and repair plant employing from ten to twenty men, and the right man can get an excellent position. We want a man that is thoroughly honest, understands his business, of the best of habits, and would prefer one who could invest from $1,000 to $3,000 in the business, although this is optional. Write us fully, with references. Address RELIABLE, care "The Bearings."

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

IF YOU WANT A CHEAP BICYCLE OR TANDEM YOU WILL NOT BUY AN EAGLE

WE MAKE ONLY THE BEST

THE EAGLE BICYCLE M'F'G. CO.

TORRINGTON, CONN.

THE MYSTIC HOSE PIPE TIRE

Is the best tire of its type on the market, the construction permitting the valve stem to be removed at pleasure in case of injury.

Riders should use them, because in doing so they secure for themselves much pleasure and comfort these tires are light, swift, and strong.

Dealers should handle them, because they can do so with profit, and at the same time give their customers excellent satisfaction.

The "ARROW," "CLIMAX," and "REX" TIRES are splendid specimens of the mechanically fastened and cemented type tires.

CATALOGUE FREE.

THE EASTERN RUBBER MFG. CO.

TRENTON, N. J., U. S. A.

Mention The Bearings

$ $

YE GODS!

But did you see his royal highness (depicted herewith) in the Chicago Road Race? ONLY 487 lbs. and on a 24-lb.

"AMERICA"

AT THAT. The EXTRA weight of the wheel (over regular stock) was brought about by a large saddle and tires—the MECHANICAL construction of the wheel being the same as "regular." You want to ride the "America," and then you'll understand what it means to put in a whole season's riding without a repair.



INTERNATIONAL MFG. CO.

CHICAGO.

Mason & Mason, 587 Madison St., West Side Agents.

J. S. Medary Saddlery Co., La Crosse, Wis., Agents for La Crosse and Wisconsin territory.

$ $

Mention The Bearings

MEXICAN AFFAIRS.

SAN LUIS POTOSI, MEX., June 1.—At a recent meeting of the Veloz Club Potosino, of this city, a new board of directors was elected for the current year comprising the following members: H. M. Moran, president; Vicente Espinosa, vice-president; G. R. Downes, secretary; Blas Reyes, treasurer; Gabriel Reyes, Jose Montero, and Enrique Staines, Jr., directors. It is the intention to effect a thorough reorganization of the club, introducing new features, wherever practicable, and making membership in the club as attractive as possible. A number of race meets are to be arranged, the dates to be fixed as soon as the Mexico City, Puebla, Guadalajara, and Monterey clubs can be heard from, as it is the club's desire that members from each of these clubs shall participate.

The United States dealers would do well if they devoted a little more attention to Mexico, and aided their local agents in advertising in this country. A few record prizes for Mexico offered by them would undoubtedly stimulate interest in wheeling materially. Mexico is feeling the effects of the manufacturers' inabilities to keep abreast of the demand for wheels; wheels ordered are being delivered from two to three months from date of order.

Mexican wheelmen hope some day that the tire makers will make a tire equal to the exigencies of the Mexican roads. Cactus plants abound in great numbers all over the republic, and the roads are in consequence thick with thorns; hardly a run is ever made into the country, but that one or more tires are punctured several times, notwithstanding the greatest care used in riding.

The track of the Cyclists' Union Club, of Mexico City, now under construction will not be finished much before September. It is the club's intention to open the track on September 16, Mexico's greatest national holiday. This is the pioneer wheelmen's club of the republic, and some of its members, such as Brauer, Sarre, Castaneda, and others, have a national reputation as racers.

TRADE ACTIVE IN INDIANAPOLIS.

INDIANAPOLIS, IND., June 10.—Byron awoke one morning and found himself famous. Our city has not been asleep, but nevertheless is more than ever awake to the possibilities in the bicycle business, and bids fair to become as noted for its wheel factories as for its numerous other concerns. The Bellis Cycle Co. has gotten under way, turning out a high-grade wheel, and is already working thirty-five men, and will increase the number as fast as it can get in machinery and other tools required. This company is composed of Chalmers Brown, president; W. H. Schmidt, vice-president; W. K. Bellis, secretary; B. L. Webb, treasurer, and Jacob Eller superintendent.

The stock for the bicycle works which the Kregelo syndicate is to build is all taken and it is probable that they will lease the former shops of the Dean Bros. to manufacture bicycles in, until they can erect their own buildings. Mr. Kregelo says it is intended to have works here second to none.

The Indianapolis Chain & Stamping Co. has begun the erection of a two-story building on the southeast corner of Mississippi and Missouri streets and will be one of the largest factories in the world devoted exclusively to the manufacture of bicycle chains. If the new building should be crowded with machines to so great an extent as the present quarters, the works would have a capacity of 2,000,000 chains a year and would give work to almost 1,000 persons. This company was organized in December, 1890, by Chas. E. Test, E. C. Fletcher, and A. C. Newby, who have since remained the sole owners. The business is steadily growing, employs about 350 hands, and has an output of 1,700 chains daily.

The Glidden Specialty Supply Co., of Cleveland, O., is introducing a specialty to jobbers. It is a box containing Glidden's bicycle metal cleaner, metal preservative, and rubber cement. The price of the box is 75 cents.

TO THE TRADE:

Gentlemen: Owing to the universal demand for cycles, and the extraordinary success so generally enjoyed by manufacturers, the outlook for another season is particularly bright. It is very desirable that firms of solid standing with the public start early enough, so that when the demand comes the agent expending money and tissue need not do so in vain.

We have decided to end the present season on July 15; after that date we shall be in a position to show our line of 1896 pedals, quote '96 prices, and enter orders for early delivery.

We have made many improvements for '96, and the leading pedal for '95 will again occupy the same position next season.

Having studied all matters connected with this most necessary adjunct of the cycle, we can assure you that you will be amply repaid by entering into correspondence with us, or appointing a date when the writer will be pleased to call upon you in reference to establishing pleasant business relations for the coming season.

Very truly yours,
RECORD PEDAL MFG. CO.

P. S.—Record pedals are swift as swallows' wings.

June 3, 1895.

FOR SALE

Owing to the falling off of sales on ladies' bicycles with us, we have to offer to the trade the following

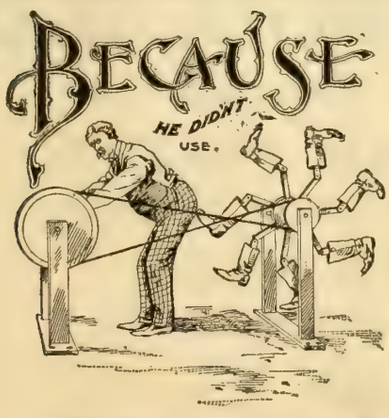
LADIES' BICYCLES

at manufacturers' prices FOR CASH:

26-in. Ladies' Overland Scorcher.
26-in. No. 555 Westminster.
28-in. No. 535 Westminster.
28-in. Model 7 Pierce.
28-in. No. 24 Windsor.

MENDOTA CYCLE CO., MENDOTA, ILL.

Mention The Bearings.



WOOD RIMS coated with GLIDDEN'S TRANSPARENT WOOD ENAMEL never wear out. BICYCLE FRAMES coated with GLIDDEN'S PROTECTIVE BLACK always look good as new. BICYCLE ENAMELS made in all colors. Write for prices and information to the ORIGINAL and ONLY MANUFACTURERS.

THE GLIDDEN VARNISH CO.

CLEVELAND, OHIO.

Put up from Quarter-Pint Can to Barrels.



GLIDDEN'S PROTECTIVE BLACK and GLIDDEN'S TRANSPARENT WOOD ENAMEL.

RIDERS, ask your dealer for a can and accept none but the ORIGINAL GLIDDEN BRAND.

Cyclists' Road Guide Prize--FREE

To any one who buys a

"WADSWORTH ROAD GUIDE"

during the month of June will be sent, postpaid, one Morgan & Wright Repair Kit, complete. Price of book, 50c.

C. F. Wadsworth, - - - 1104 Owings Bldg., Chicago.

Mention The Bearings

THIS IS ONE

of those pretty little ladies' bicycles that have become so famous this year on account of their light weight and beauti'ul finish. THE LADY TEMPLE strips at 20 lbs., and weighs, everything on, 23 lbs. Prompt deliveries are guaranteed to responsible parties.

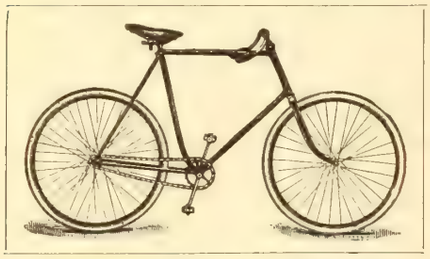


RALPH TEMPLE CYCLE CO.,

2208 MICHIGAN AVE. - - CHICAGO, ILL.

Mention The Bearings

"OH! I DON'T CARE



What I buy, what I sell, or what I trade for." We don't want this style of bicycle agent or purchaser. We want a man that takes pride in the QUALITY of the bicycle he sells. This is equal to saying that we want good Keating agents.

FREE CATALOGUE . . . .

WHAT IS YOUR ADDRESS?

Mention The Bearings

KEATING WHEEL CO., Holyoke, Mass.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

To relieve the distressing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House

is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

EPWORTH LEAGUE SPECIAL.

The Chicago districts have arranged with the Monon Route for a special vestibuled t rain of handsome Pullman sleepers and day coaches to run through solid to Chattanooga, leaving Chicago at 7:30 p. m., June 26. The route is via Cincinnati, through the famous Blue Grass Regions of Kentucky, and over the picturesque and historic Cumberland Mountains, The idea is to make this train an "Epworth League Convention on Wheels." A cordial invitation is extended to all Epworth Leaguers to join us. By the acquaintance thus gained, our stay in Chattanooga will be made much more pleasant. The rate will be $17.30 for the round trip; tickets good for thirty days.

For full information address—C. T. Northrop, Pres., Chicago District, 14-16 Pacific Ave , Chicago.

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

STOLEN.—May 29, Columbia double diamond, Model 37, No. 902. Ten dollars reward. C. R. GROUT, 128 Fifth Avenue, Chicago.

TRADE HAPPENINGS.

LITTLE FALLS, N. Y.—Snyder & Fisher, knitting manufacturers, will change their plant into a bicycle factory. They expect to get into operation by the fall, and will give employment to seventy-five operatives. They will manufacture a high-grade wheel.

RICHMOND, IND.—M. C. Henley, manufacturer of roller skates and other sporting goods, contemplates going into the manufacture of high-grade bicycles. The present factory will be thoroughly equipped with all the modern appliances for the manufacture of bicycles, and every arrangement is being perfected by means of which the output of wheels from the start will be extensive.

DECATUR, ALA.—William Tucker, hardware, bicycles, etc., has commenced business, and invites propositions from manufacturers of bicycles and bicycle sundries, looking to accepting agency.

FORRESTVILLE, CONN.—E. D. Rockwell has purchased machine shops, and will probably convey the property to the Liberty Light Co. which has recently been organized, and which company will manufacture bicycles.

BRIDGEPORT, CONN.—Bridgeport Cycle Co. announces that one of its partners will retire fro n the business, and is offering to sell a half interest in the company, which has been established five years. The plant is well equipped, and has a repair shop with all requisite power.

PITTSFIELD, MASS.—L. L. Atwood will commence the manufacture of bicycles shortly. He will have some f the parts man factured in England, but all of the enameling, plating, and machine work will be done in Pittsfield.

FAIRVIEW, ARK.—W. C. Horton, hardware, bicycles, etc., has been succeeded by Newton & Co.

LOUISVILLE, KY.—W. W. Knofel, manager for the Western Cycle Exchange, has been app inted agent for the Monarch, Chicago Special, and Defiance bicycles, and has opened for business at 131 West Market Street.

UNION CITY, IND.—A company is being organized, with a capital stock of $40,000, for the manufacture of bicycles.

AKRON, OHIO.—A company is being organized, with a capital stock of $75,000, for the manufacture of bicycles.

SAN JOSE, CAL.—The San Jose Hardware Co. has been organized, with a capital stock of $25,000, and will open a bicycle department.

SIOUX FALLS, S. D.—Steps are being taken looking to the organization of a company for the manufacture of bicycles.

LAMONI, IOWA.—Thomas Teale & Son, hardware, has been succeeded by the Lamoni Hardware Co., with which W. Reese is also interested. The reorganized concern will take up bicycles.

CHARLESTON, S. C.—The Marshall & Westcoat Co. has been incorporated, with Julius J. Westcoat, president; John B. McManee, vice-president; J. T. Humpreys, treasurer, J. R. Tobias, secretary, to engage in the hardware business. The company has a capital stock of $100,000, and will take up bicycles. Correspondence with the manufacturers of high-grade wheels and sundries solicited.

MOBILE, ALA.—Arnbrecht & Patterson, bicycles, new firm commenced business, handling the Spalding, Outing, Union, and Ontario bicycles.

TOLEDO, OHIO.—The Toledo Cycle & Repair Co., not incorporated, Simon P. Meng, reported to have recorded real estate mortgage for $500.

ST. LOUIS, MO.—A number of local capitalists are organizing a company with a capital stock of $50,000 to establish a bicycle manufacturing plant.

HUBBARD, IOWA.—Chilson & Fannon, hardware, bicycles, etc., new firm organized to succeed to the business of the Hubbard hardware store.

ARAVILLE, N. D.—Carval & Stevens are opening new hardware store and will take up bicycles, if inducements are offered by bicycle manufacturers.

TORONTO, CAN.—The Massey-Harris Co., Limited, manufacturers of agricultural implements, have decided to engage extensively in the manufacture of bicycles, and are erecting for this purpose a five-story factory building, which will be equipped to turn out between 5,000 and 10,000 wheels per annum. They will manufacture a high-grade wheel. The same company has had under considerat'on for some time past the erection of a branch factory in the United States but has deferred this matter for the present owing to the serious illness of the president of the company. Our advices are that the subject is to be again taken up as soon as he recovers.

ALBION, MICH.—Roy Wiley and others are interested in the establishment of a bicycle factory. A company is being organized for this purpose.

NEW YORK, N. Y.—Tower & Lyon, 95 Chambers Street, are putting on the market the Diamond bicycle lock.

SAN SABRE, TEX.—Grey & Withite is a new firm composed of T. M. Grey and J. M. Withite, who will conduct a general hardware, sporting goods, and bicycle business. They invite propositions from manufacturers of wheels and sundries.

FINCHFORD, IOWA.—C. H. Stears, of Janesville, Wis., is preparing to open a new bicycle store. Propositions from bicycle manufacturers solicited.

BICYCLE PLANT FOR SALE.

A bicycle plant with a capacity of from 1,200 to 1,500 machines, including first-class nickeling and enameling department, located in a western city, and the principle stockholders being interested in other busines can not give it the time and attention necessary. To a party who is contemplating going into the bicycle business the opportunity is a splendid one to step into an already established trade. The present owners would retain part of the stock if desirable. Address EXCEPTIONAL, care "The Bearings."

Pittsburg Bicycle Races

ELECTRIC LIGHT AND DAYLIGHT.

DIAMOND PRIZES

Under Auspices PITTSBURG ATHLETIC CLUB, Pittsburg, Pa.

Friday Evening, June 21.

Saturday Afternoon, June 22.

Eight events each day; four in each class. Entries close each day at noon. Class B Prizes divided, $100, $40, $20, full value. Don't fail to enter. Track in record shape. Send for entry blanks

ZIMMERMAN WILL RIDE EACH DAY.

Enter to J. WADE McGOWIN, 428 Wood St., Pittsburg, Pa.

THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XI
No. 21
CHICAGO, JUNE 21, 1895.

THE CHICAGO ROAD RACE.

Fred Nessel Wins the Time Prize—De Cardy is Second and Van Nest Third—Emerson did not Start—James Hudson First In.

The run-over for the time prizes of the Chicago road race was held last Saturday over the course from Highland Park through Glencoe, Gross Point, North Evanston, Evanston, and south over the original course as far as Webster and Sheffield avenues. The riders, part of the officials, and a crowd of spectators were carried to Highland Park on a special train and back again to Ravenswood, about a mile from the finish; there they were transferred by buss, omnibusses, or wheels to the finish.

Of the 125 men eligible to start only thirty-eight came to the scratch, and George L. Emerson, who was originally given the time prize, and was later disqualified, was not among them. His absence provoked consider-



FRED NESSEL, WINNER OF TIME PRIZE.

able unfavorable comment. The fast men of the Chicago Cycling Club, with the exception of Van Nest, were conspicuous for their absence. Peck, Osmun, Levy, and Dasey were among the absentees.

The Day was an Ideal One

for a road race, and the roads were in better condition than they have been for weeks past; there had been just enough rain to lay the dust, and yet not make them muddy, and a brisk breeze blew on the riders' backs. Shortly before 4 o'clock the first men, those on the 7:50 mark, were sent on their twenty-mile journey. The men were all gotten off in good order and then the officials and spectators hurried to the train that was in waiting, and before they had reached Glencoe they were abreast of the riders. It was seen that even this early in the race De Cardy had gotten away from Bainbridge, the only other scratch man, and that Nessel was ahead of De Cardy more than the four seconds that he had at the start. Van Nest was riding well and seemed to be holding his own, while Winship was fast falling back, and J. A. Lawson, "the terrible Swede," of whom there has been so much talk, was

Riding in Splendid Shape.

Beyond Glencoe the special train fast pulled away from the riders and landed the officials at Ravenswood in ample time to get to the finish before the contestants. The first man across the tape was James Hudson, of the Lincolns, who had a 6:15 handicap, and who finished twenty-third in the Decoration Day event. Al Flath, of the Columbias, was second from the 7:30 mark and D. S. Magner, of the Thistles, third from the 6:15 mark. These three men are the winners of the three extra time prizes offered by Morgan & Wright. The first of the really fast brigade to cross the tape was A. C. Van Nest, of the Chicagos, and his fast time gave the impression that he had landed the time prize. He was followed after a short interval by E. M. Spike, of the South Sides, while Fred Nessel was right on behind Spike. De Cardy was the first scratch man to finish, and a comparison between his time and that of Nessel showed that the latter had covered the course in the faster time. Bainbridge finished more than a minute after De Cardy.

Nessel Came in on a Flat Rear Tire,

having punctured three miles out and ridden on his rim that distance. Van Nest, through his own mistake, ran a block out of the course at Evanston and was obliged to turn back, a mistake that certainly cost him second time, if not first. De Cardy had a bad fall, and came in with a much disfigured leg. The course was measured by cyclometer, and by that measurement showed a trifle over twenty miles. If it is found that the road is a full twenty miles Nessel will have established a new road record for the distance.

Of the thirty-eight starters only thirty finished, the others having met with mishaps on the way that prevented them from finishing. The following is the record of the times made, together with the positions of the men at the finish, as well as at North Evanston, where they were checked:

ORDER OF TIME.	NAME.	CLUB.	HANDICAP.	POSITION AT FINISH	POSITION AT N. EVANSTON.	ACTUAL TIME.
1	Fred Nessel	Columbia	:45	9	18	49:40
2	William De Cardy	M. & W	scr.	16	26	50:09
3	A. C. Van Nest	Chicago	2:30	5	9	50:26
4	H. Van Herik	M. & W	1:30	10	19	51:05
5	William Bainbridge	M. & W	scr.	22	31	51:14
6	E. M. Spike	South Side	2:30	8	11	51:18
7	D. Bruno	Irving Park	4:30	4	7	52:28
8	C. R. Curtis	Lincoln	2:30	17	23	53:05
9	Philip Cullman	Calumet	3:30	11	15	53:06
10	H. R. Winship	Lincoln	1:30	27	30	53:24
11	J. A. Lawson	Thistle	1:50	7	5	53:26
12	James N. Hudson	Lincoln	6:15	1	3	53:30
13	A. B. Horn	Lincoln	2:00	25	21	53:34
14	J. H. Schroeder	Chicago	4:00	14	12	53:45
15	W. C. Smith	Garden City	3:45	15	14	53:49
16	D. S. Magner	Thistle	6:15	3	2	53:50
17	Gus Bicker	South Side	2:30	23	27	53:54
18	B. F. Harris	Irving Park	6:30	6	4	54:41
19	A. F. Flath	Columbia	7:30	2	1	54:50
20	F. H. Schreiner	Columbia	5:20	12	10	54:58
21	J. Cameron	Thistle	4:30	18	13	55:06
22	E. P. Chalfant	Sterling	4:30	21	20	55:14
23	I. B. Woollas	Thistle	2:45	29	28	55:26
24	E. J. Anderson	West Side	5:00	19	16	55:40
25	G. P. Wiley	Thistle	5:00	20	22	55:41
26	C. Fahrig	Clarendon	4:30	26	25	56:12
27	A. H. Stewart	Thistle	6:30	13	8	56:14
28	I. W. Fugate	Plzen	5:20	24	17	56:48
29	F. D. Ramsey	South Side	5:00	28	24	57:34
30	A. F. Wolfe	Sterling	5:45	30	29	59:08

CLOSE FINISHES AT DURANT.

DURANT, MISS., June 15.—The ten-mile Castalian Springs road race, which was run from the Springs to Durant and return on the afternoon of the 12th, was a great success. The road was very rough, and a number of falls were reported. There were twenty-seven entries and twenty-three starters. Ernest McLellan, a thirteen-minute man, won first place, with Wherry and Roby, ten-minute men, on his rear wheel. The time prize was won by Will H. Pickens, of Birmingham, Ala., who covered the course in 27:40. J. H. Wherry, a local man, won second time.

"Polite" Peck declares he will ride in no more bull fights.

PHENOMENAL TIME.

Maddox and Sims Ride a Wonderful Ten-Mile Race at New York, Breaking World's Record by Over Three Minutes—The Division Meet.

NEW YORK, June 17.—A magnificent track, perfect weather, an enormous crowd of spectators and splendid handicapping all combined to make the races of the New York Division, L. A. W., the grandest and most interesting of any ever held within a radius of 200 miles from Gotham. Good judges placed the number of persons present at 15,000, others said 10,000. There were surely more than the latter figure, and 12,000 about covered it.



H. H. MADDOX.

The management was not positively perfect, but so near it that only words of indorsement can be offered. The racing, as the results show, was all that could have been asked.

It was a quarter of 4 o'clock when the first heat of the novice event was called. Experienced race-track habitues said then that it would be quite dark before the lengthy programme was ended, and they were right, for at five minutes of seven there still remained to be run the five-mile Metropolitan championship and the ten-mile paced Class B event. The final of the one-mile state division championship, which had been run earlier in the day, some 14⅖ seconds slower than the 2:30 time limit, was also yet to be decided. At this point it was announced that the ten-mile event would be run first owing to the lateness of the hour, and that the mile state championship would be let remain as originally contested.

The Feature of the Day's Racing

was the ten-mile event paced by O'Connor, Terrill, Brandt, and Coburn on the Syracuse quad (which Announcer Peter S. Prunty seriously called "the quadruped") and Mayo and Saunders on a tandem. The men were called to the tape at 6:56 p. m. Of the nineteen entered, only Murphy, Maddox, Sims, Baker, Earl, and Silvie started.

At the shot there was the usual scramble to catch the first position at the rear of the quad, and Sims was successful, Murphy being second, Baker third, and Maddox fourth. The grind began promptly, and at the end of the first mile, which was timed in 2:12, Isaac A. Silvie decided to quit the race, and prepare for the evening's pleasures. On the next lap he put this decision into effect. Charlie Earl found himself "rapidly getting no closer" to the quad when two miles had been covered in 4:20, or 2:08 flat for the second mile, and working like a Trojan, gradually dropped back, beaten.

Three miles in 6:26⅖ (2:06⅖ third mile) and C. M. Murphy's heart broke. The pace was terrific. Earl, who had not as yet left the track, motioned to Charl to come up, and he would pace him, but the game was a poor one, the quad, with Sims, Baker, and Maddox, hanging on like leaches, continuing to get farther away. Four miles in 8:37, and still no signs of a let up. The fourth mile had been made in 2:10⅗, and Sims, who had never once relinquished his position back of the pacers,

Seemed to be Going Handily.

Just after completing the four miles, the flying quad lapped Murphy, who made a most unfortunate attempt to crowd Sims out of his place by retaining the pole and allowing the quad to pass by on the outside; he made his play amid the hisses of the grand stand. Sims, however, had not been under Asa Windle for nothing and was well able to care for himself, retaining his position, much to the uproarious delight of the audience and the chagrin of Murphy, who, as he slowly pedaled once more around the track, was received with the hisses and cat calls of the crowd.

When three miles had been covered it was announced that the men were under the competition record for that distance and as the fifth mile was reeled off in 2:10⅗, or 10:47⅗ for the entire five miles, it was seen that

The World's Record was in Danger.

At six miles Mayo and Saunders, on their tandem, relieved the quad which had done such splendid work. In the jump for the tandem Maddox was the first to leave his position behind the four-man machine, and for a moment it looked as though he had it; Sims and Baker, however, the only other men left in the race, were right after Maddox and after a deal of shifting and sprinting Conn Baker landed in the much cherished position, Sims second and Maddox last, all riding as close as possible. The time for the six miles was 12:59⅕ or 2:11⅘ for the sixth mile. Baker's effort in his jump for the tandem had killed him off, and after the seventh mile he began to falter and drop behind. The world's record had been collared at six miles and the men were punishing it hard for at seven miles the time was 15:08⅖, Baker leading. Time for the seventh mile, 2:09⅕.

With Baker out of it, so far as first place was concerned, Sims regained his position back of the tandem, with Maddox, who seemed the fresher of the two, not over six inches away. This was truly a picture never seen before, and when the eighth mile was announced as having been ridden in 2:09⅕, total time 17:17⅗, the spectators could stand the strain no longer, breaking forth into one prolonged cheer for the nerve, grit, and speed of Sims and Maddox, and the clock-like work of the pacers.

At Nine Miles the Quad again Assumed Command,

the powerful strokes of the four riders bringing forth another round of applause. Men were clutching their wives and yelling at them to look here or there at this or that; ladies were laughing and crying in the last throes of nervous hysterics; the small boy contented himself with an occasional "Hully Gee," while the men in the press box, used as they are to contests of all kinds, each with a stop watch, looked amazed from one to another, each one shaking his head as though the watch had lied.

Nine miles had been ridden in 19:31 flat, the ninth mile in 2:13⅘. The race was nearing its end. Sims' eyes were telling of the agony that he felt. He was baked good and hard, and nothing on earth but his nerve kept him going. Maddox's jaws were set tight together, his teeth clinched and face flushed. It was a tough ride, and all that kept him going was the realization that the race was nearly over; besides Sims was standing it, so he must do likewise.

The tenth mile was begun. The first third of that final mile was covered in 44⅕ seconds; the second third in :43 flat.

Sims Wheel Seemed to Wabble Just a Trifle.

He had it righted again in an instant, however, and when the bell for the last lap sounded the 10,000 people who had remained arose as one man. Suddenly they grew quiet, but it was not for long. The quad passed the quarter flag, and fairly flew down the backstretch. The grind was killing both the men, but game to the core, they hung on. Again Sims' wheel wabbled, and Maddox, tired almost to death, saw his chance and prepared for a final effort. Into the homestretch swung the outfit, and for the first time the quad men bend to their work. Maddox swung a trifle wide, and gradually gained on Sims.

The band played with all its power, the hoarse cheers of the men, the hysterical cries of the women, and the general confusion caused by exploding fireworks, all combined to create a scene that never before was witnessed at a cycle race.

Harry Maddox, riding straight as an arrow, had overtaken Sims and was gaining on the quad. As the tape was reached he was lapping it; Sims, all but dead, straightened up for the first time since the grandest race ever contested had begun. He was beaten. It is hard to lose so great a race. The crowd could be restrained no longer; they rushed madly upon the track

Yelling like Maniacs,

ready to help him to his quarters.



W. F. SIMS.

The time was announced as 21:39⅗, 2:08⅗ for the last mile, and another uproar ensued. The fractional times for that tenth mile were: Third, :44⅕; two-thirds, 1:27⅕; last third, :41⅖; last quarter, :26⅕; last eighth, :12⅖.

To tell the story of the other events with memories of that ten miler still in mind is a rather hard task. They were run off in good shape, rather promptly, and with no falls except in the Class A event.

Seven spirited trial heats in the novice resulted in a final runaway win for George Reith, of New York City. In the seventh trial heat of the novice race W. A. J. Flack, of Brooklyn, fell heavily midway up the home

stretch. He was carried to the competitors' quarters where a few moments later

The Announcer Called for a Physician.

Several responded, and Flack was fixed up. He was severely wounded about the head and face, besides being internally hurt. Flack was carried from the grounds on a stretcher after being fixed up by the surgeon, still unconscious. It was later reported that he was dead, but no confirmation of the report could be obtained.

The one-mile Class A event was the New York Division championship. It was run in five trial heats and a final, and was productive of some spirited work. Five men fell in the second heat, nothing beyond a few cuts and bruises resulting. Fifteen men started in the final heat of this event, including Elmer Hodgson, of Lyndhurst, N. J., and George Ruppert. The final heat of the mile Class A was won by H. P. Mosher, of Brooklyn, Charley Ertz, Riverside Wheelmen, second, and L. G. Hoppe, a greatly improved rider, residing in Brooklyn, third. Time, 2:44⅖. The time limit on this race of 2:30 was exceeded by :14⅖, and it was decided to run the race over later on in the day. Subsequently it was allowed to remain as run, owing to the lateness of the hour.

In the one-mile open, Class B, two heats and the final were run, four men only starting in the first trial. They were Brown, Murphy, Allen, and Blauvelt. For two laps the pace was a veritable crawl, calling forth the hisses of the grand stand. The first lap, a third of a mile, was ridden in 1:15, a 3:45 pace for the mile. A general quickening of the pace was noticed on the second lap, Allen leading the bunch in 2:20, or 1:05 for the second third. Doctor Brown jumped the bunch at the bell ring and had opened up a safe lead by the time the backstretch was reached, C. M. Murphy riding second and gradually gaining. The time for the last lap was something like racing, being covered in :44⅕. Brown retained his lead after the jump all the way and won by a comfortable margin with Murphy second.

"Charl" Sprinted Grandly

and gave promise of good work during the day, which promise, alas, was not fulfilled.

On the second heat of this event the field was made up of better quality all through, there being Bald, Ziegler, Dirnberger, Tyler, Baker, McDonald, and Silvie lined up. "Bill" Hayes, formerly of the Columbia team, started Ray Macdonald, and beat the pistol by fully ten feet, much to the astonishment of Starter Bowdish who didn't know how it happened that Macdonald was away out in front when the rest were leaving the tape. Bald lead the first lap with Macdonald second, Tyler third, and the others close up. Dirnberger was pocketed as safely as though he had been tucked away in bed, and try as he would he could not get through. When the bunch broke for home, Mike got a chance and coming through like a ten-day note falling due, just missed qualifying.

To Ziegler, however, belongs the credit of a clever sprint in this heat, gaining several lengths on Bald in the stretch and just nipping him on the tape amid the yells of the crowd. Time for the heat, 2:41⅕. Macdonald rode a close third.

The tandem was put in to pace the final heat of this race, the starters being Bald, Macdonald, Ziegler, Murphy, and Brown. At the start a rush was made for the coveted position in the tandem's rear, Murphy getting it, but to the surprise of every one Bald jumped past the tandem on the turn into the backstretch and then falling back let the pacers come up on the outside when by a neat bit of work he succeeded in crowding Murphy out, leaving himself in "Charl's" choice position. For this he was loudly applauded.

There was no Change in the Running

until the last lap was begun, when the inevitable shifting for position commenced. At the far turn Murphy jumped like a shot and with a lead of ten lengths over Bald, who was the second man, looked all over a winner into the stretch. Bald came strong, however, and overhauling "Charl" at the tape won a well ridden race by inches. Time, 2:04⅖; last half, 1:01; last quarter, :30⅕. Windle says Bald will bring the mile competition record down to 1:56 before a month passes.

In the final heat of the one-mile Class A handicap fifteen men were given the word. The prize in this event was the *Mail and Express* solid silver trophy, which has been described heretofore in THE BEARINGS. After one continued series of sprints, Elmer Hodgson, of Lyndhurst, won by four lengths from the 110-yard mark. C. M. Ertz, of New York, and J. W. Conklin, of Arlington, N. J.,

Had a Hammer and Tongs Finish

for second place, finishing as named by inches. Handicapper Batchelder's greatest error of the day was in placing Hodgson on such a long mark. The time of the race was 2:09⅕, the last quarter being ridden in :30⅕.

Only seven of the twenty men entered for the one-mile Class B handicap, started. They were Baker, 75 yards; Macdonald, 75 yards; Allen, 45 yards; Dirnberger, 30 yards; Maddox, 30 yards; Blauvelt, 100 yards, and Earl, 100 yards. Baker collared Blauvelt and Earl without much trouble and then leading all the way won handily by five lengths or more in 2:11⅖. Macdonald, who is not yet in his best form by long odds, beat Allen out for second place by as small a margin as can be measured in space. Dirnberger, a disappointment at this meeting, eased up in the stretch. Baker's win was a popular one.

An eight-minute time limit was placed on the three-mile Class A event, which was a state championship. Thirteen men started. A warm pace was set from the start, the field being reduced to eight by the time two miles had been covered. Boffinger, of the Riversides, did a lot of grand stand riding, sprinting at the end of each lap and leading his field half-a-dozen lengths by the crowd. When the final question was asked, L. G. Hoppe took a hand in the sprinting game and landed first position easily from W. A. Barbeau. Boffinger finished third. Time, 7:37⅕.

The heats of the five-mile metropolitan championship race were made one mile each. The final of this event was the last thing on the programme, it being nearly dark when it was ended. W. C. Roome, N. J. A. C., won a clever race after a brush with F. S. White, of the Liberty Wheelmen. Elmer Hodgson was third, well up. Time, 13:55⅘.

Summaries.

One-mile novice.—G. Reith, first; E. W. Goff, second; V. J. Clirehugh, third. Time, 2:28⅗.

One-mile, state championship. H. P. Mosher, first; C. M. Ertz, second; L. G. Hoppe, third. Time, 2:44⅖.

One-mile, Class B.—E. C. Bald, first; C. M. Murphy, second; O. Ziegler, third. Time, 2:04⅖.

One-mile handicap, Class A.—E. H. Hodgson, 110 yards, first; C. M. Ertz, 30 yards, second; J. W. Conklin, 145 yards, third. Time, 2:09⅕.

One-mile handicap, Class B.—Conn Baker, 75 yards, first; Ray Macdonald, 75 yards, second; F. H. Allen, 45 yards, third. Time, 2:11⅖.

Five-mile, Class A, metropolitan district championship.—W. C. Roome, first; F. D. White, second; E. H. Hodgson, third. Time, 13:55⅘.

Three-mile, Class A, state championship.—L. G. Hoppe, first; W. A. Barbeau, second; E. A. Boffinger, third. Time, 7:37⅕.

Ten-mile, Class B.—H. H. Maddox, first; W. F. Sims, second; Conn Baker, third. Time, 21:39⅗. A world's record by over three minutes.

THE CYCLE PARADE.

BROOKLYN, N. Y., June 17.—Wheelmen owned Brooklyn last Friday, Saturday, and Sunday. To be a cyclist meant to be one of the people. Not to be a rider meant to be temporarily out of the swim. There were a great many in the latter class, but the wheeling fraternity never before appeared to such good advantage.

The state division L. A. W. meeting, opening of Manhattan Beach track, and the cycle parade were the cause of all this. Not less than 5,000 wheelmen and wheelwomen were in line as the big parade, which opened the Coney Island cycle path, filed past the reviewing stand, midway between Prospect Park and the island. It took all of Lieut.-Col. Chas. H. Luscomb's executive ability to get the line formed and started properly, but he did it with the assistance of a number of military aides.

Owing to the well-known aversion of the average wheelman to doing what he is asked to do it was fully 2:15 o'clock before the line moved, after which it took but a comparatively short time to reach Manhattan Beach track, where the parade ended. The races had begun when they reached there; in fact, were well under way. There was no room for the crowd of cyclists in the grand stand or bleachers, so carpet was laid across the track and helter-skelter

The Crowd Scampered into the Infield

and behind the ropes placed there, about ten feet back from the track.

Regarding the parade itself there is little to say beyond the order of march (or ride), the peculiar turnouts, ancient make-ups of rural members, etc.

One of the most noticeable features of the parade was the large number of family parties, that is groups made up of "pa," "ma," sister, brother, and baby. Not less than twenty-five or thirty of these parties rode together in the unattached division. It was a strange sight at the Prospect Park entrance where the parade formed. Wheelmen waiting for the call to fall in line were to be seen absolutely everywhere, and wheels, wheels, wheels, nothing but machines, stacked here, there, and elsewhere.

The column was formed in three divisions, the first being comprised of Long Island clubs, the second of New York, New Jersey, and visiting clubs, and the third of Good Roads Association, League of American Wheelmen, and unattached riders. There was considerable delay in starting and hundreds of the

Unattached Riders Grew so Impatient

that they started without waiting.

For hours before the parade moved wheelmen of all kinds, grades, and conditions fairly swarmed to the island over the cycle path.

At the very head of the entire line were both park and city policemen in squads mounted on bicycles. Just behind these were some of the staff members with an escort composed of the bicycle sections of the Thirteenth, Twenty-third, and Eighth regiments, N. G. S. N. Y. The militiamen wore full regimental fatigue uniform and managed their machines perfectly. The buglers announced the start with a blast from their instruments, Marshal Luscomb, in his basso-profundo voice, roared some orders to his staff and the line moved.

The route taken was through Prospect Park's west drive, down the cycle path to the road leading toward the Manhattan Beach track, where Marshal Luscomb and staff, together with the escort, broke from the main column and

Reviewed the Entire Line.

At Parkville the official reviewing stand was located. It was highly decorated with awnings, flags, and bunting. Music by Conterno's band helped to while away the time between 1:30 and 3:30 p. m., at which hour the parade passed.

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GEO. K. BARRETT, EDITOR.

MADDOX'S GREAT RECORD.

By all odds the greatest performance of the season in racing is the remarkable performance of Harry Maddox in the ten-mile paced race at the new Manhattan track at Brooklyn, last Saturday. He broke the world's record and the American record by almost four minutes. In other words he clipped off more than twenty-three seconds from each mile. But the performance can be more readily appreciated when we say that the average time for each mile was less than 2:10. This speed is fast, very fast, for a single mile, and when ten successive miles are ridden at this rate the accomplishing of the feat becomes almost unbelievable. In the racers of today we see plenty of speed, but all too little stamina, and stamina, it is, after all, that counts. In no other athletic exercise does mere agility, the ability to move one's limbs quickly, count for so much as in cycling. In a race of less than a mile the question of speed, pure and simple, is what counts. In longer distances it takes speed combined with stamina to win. In the matter of speed Maddox has shown himself inferior to C. M. Murphy, who was ridden off his feet in Saturday's race before half the distance had been covered. Had the race been a one-mile affair, Murphy would doubtless have won, and there are other men who would have beaten Maddox at that distance, but it is doubtful if any of them could have held the pace and beaten him out in such a race as the record competition of Saturday. To Sims and Baker much credit is due, also. The grit, the perseverance, and the punishment that the men underwent could be endured only under the exciting stimulus of the race and of the applauding spectators, and then, only by men of pluck and perseverance.

It is to be regretted that race promoters give as little attention to races of fair length as they do. The spectators never get keyed up to the state of intense enthusiasm over a short contest that they exhibit over a long and well contested race. It is not possible. It takes time to awaken enthusiasm and it takes time to run long races. Therefore, we say, give us more long races.

PACED RACES.

It is becoming an open question whether the prevailing custom of putting pacemakers in all important races is one that pleases the public. We realize, of course, that but a season ago we heard universal complaints about loafing and realize further that the tandem or quadruplet pacemakers are a complete cure for loafing, but we are not fully persuaded that the remedy is not worse than the disease, or at least worse than some other remedy that might be devised. The putting of a tandem in a mile race robs it of much of its interest. At the sound of the starter's pistol there is a wild scramble for the coveted position at the back of the machine. One rider gets it and all the others are at a disadvantage. He has the lead and the benefit of better pacing than the others. As the riders round into the homestretch the man back of the tandem sees it swing wide and knows that it is time for him to sprint for the tape. Unless he is considerably inferior to at least one other man in the race, and one who is well up at that, he is sure to win. It degenerates into a game of who is the best at getting off the mark well and catching the pacemaker. A far better way to prevent loafing is, in our estimation, to offer prizes for the intermediate distances. One rider is willing to sacrifice himself for the sake of the prize that he will get at the first quarter. Another goes for the second quarter and another for the third. The other riders in the race must keep up or those who have designed to win the prizes for the intermediate distances will see their advantage and go all the way and win. It eliminates to a far greater degree the element of luck, than does riding behind a quad pacemaker.

ZIMMERMAN AND JOHNSON.

It is growing wearying, nauseating, this perpetual talk of match races between the two exponents of speed whose names adorn this screed. We are at a loss to know whether it is a case of "one's afraid and the other dasn't," or whether it is a mere advertising scheme designed to make gullable race promoters bid against each other for the honor of putting up a big purse for these too muchly advertised speed merchants and paying liberally for the honor of having Zimmerman and Johnson match their speed on the track of the highest bidder. If it is the latter case the two are certainly "working" the game for all it is worth, and they now have at least a dozen prominent track associations after them. When the bidding reaches their figures, they will then stop their newspaper talk and get down to business.

But the public is tired of all this. It does not want to hear two cycling heroes like Zimmerman and Johnson talk like a couple of prize fighters seeking for a little cheap notoriety. Neither of them needs any more advertising and it is time to call a halt.

In baseball parlance, gentlemen, "Play ball!"

WILLIE WINDLE MAY COME BACK.

The circuit chasing party was en route from the meet at Clinton, N. Y., for Albany on the morning of Monday for the New York state section of the national circuit. At the stopping over place at Worcester, in the large depot of the B. & A. R. R., one of the veteran trainers of the path was met. "Thomas H. Sullivan, counselor-at-law, Worcester, Mass.," was on the card with which he introduced himself. It was good plain Tom Sullivan in the old days when this gentleman had charge of the king of record breakers, Willie Windle. Sullivan is now a lawyer and doing well. He is sleek, as are men of that profession, and looks a successful man, if ever man did. In a long talk Mr. Sullivan said, in regard to his old and famous charge:

"Windle is Taking Quite an Interest in the Sport Again, and it would not surprise me to see him once again on the path; yes, even before the close of the present season."

"But we all supposed that Willie had withdrawn from the path for good and all and that he was now a preacher."

"The latter supposition is wrong, for Willie is in an office doing designing for cloth, and is doing well. He spoke at an outdoor meeting, as you or I would speak, providing we had the necessary strength of our convictions, as he certainly has of his."

"But is Windle in condition at all, now."

"Well, you know that he was always a quick man to get into condition, and it would be little bother for him to get down to work."

"Has his track at Milbury been kept in any kind of condition during his absence from the path."

"Yes, I believe it has. I am of the opinion," continued Mr. Sullivan, "that

"The Riders Would Welcome Willie Back

to the path as he was always a popular member of the circuit chasing party."

"Can THE BEARINGS state authoritatively that he will come back this season?"

"No, do not quote me as saying so, for that is far from my intention. I do say, however, that he may come back, and that to my mind he can quickly accustom himself to the new order of things and the new speed. If he does not come back this season, there is a strong probability of his coming another year. You know that a man who once follows the path as a cycle racing man or in any other capacity always has a hankering for the life ever after."

AN UNAUTHORIZED SOUVENIR PROGRAMME.

EDITOR THE BEARINGS: Will you kindly call the attention of your readers and advertisers to the fact that an unauthorized souvenir programme is in contemplation, J. E. McLain, of 21 Beekman Street, New York, having solicited advertising therefor. The Asbury Park Wheelmen have nothing to do with this proposed publication, will not benefit from it in any way, and will undoubtedly suffer by it, as some who might advertise with them will be confused by the apparent intention to issue two souvenir programmes. The only one which is authorized, and from which the Asbury Park Wheelmen will receive no benefit, is being gotten up by the press committee, and only the chairman of that committee and George W. Cole, of 111 Broadway, New York, have so far been authorized to solicit advertising. This programme, which will be a credit to the club and to the League, is positively the only one that will be circulated on the grounds during the races. Yours very truly,

C. R. ZACHARIAS, *Chairman Press Committee.*

A Record for the Sterling.

The performance of Maddox on his Sterling at Brooklyn, when he made the ten miles in competition in 21:39⅘, is the most noteworthy performance of the season. In cutting the big slice off the record Maddox was compelled to ride at an average speed of better than 2:10 to the mile.

TRIED TO FOUL HANSEN.

MINNEAPOLIS, MINN., June 16.—The race meet at Minnehaha Park last Saturday afternoon, under the auspices of the Limited Club, was a disgraceful failure, made so by the tactics of a little coterie of riders who are burning for newspaper notoriety, and are unable to ride fast enough to get their names in print, save in the list of entries. W. E. Becker, who has shown some speed on previous occasions, is responsible for the muss, and his suspension will be asked of the Racing Board of the L. A. W. Becker will make counter charges against the board, and a lively row promises to disrupt the Limited and put a stop to some of the other meets that had been planned.

The event of the day was the last race scheduled, and was the one in which Hansen had announced that he would try to break

The World's Hundred-Mile Competition Record.

Previous to this a number of minor events had been run off, all of which were enjoyable and passed off smoothly, though Becker had shown the cloven foot by a lot of kicking in one race he had entered. When the men who lined up for the 100-mile race were ready to be sent away there were ominous signs in the air, but the storm did not break until the end of the fifteenth mile. W. B. Jackson, who holds the state record for a mile, had boasted that he would lower Hansen's colors before the race was over. Not being able to trail Hansen's shadow for fifty miles in a square race, he was compelled to use all sorts of disreputable tactics. At the end of the fifteenth mile

Becker Began to Deliberately Foul Hansen.

He kept in front of him, crowded him to the fence, and would not allow him to pass. Hansen made every effort to get past Becker, but Becker fouled him repeatedly and got in his way and blocked him, all the while yelling at the top of his voice to Jackson, urging him to take advantage of Hansen's predicament. For a full mile he kept this up and was finally pulled off the track and out of the race amid the hisses of the angry crowd, who felt disposed to throw him from the ground. He was told to make himself scarce, but he did not do so. Shortly after being expelled he appeared again on the track and deliberately tried to help Jackson by pushing him along from behind, after Jackson was just about gone. Not content with what mischief he had already done, he tried to ring himself in as a pacemaker for Hansen, where he would have another opportunity to get in the way and hinder Hansen.

In spite of all the miserable business Hansen came out on top. Jackson dropped out at the end of the forty-fourth mile, more dead than alive

Unable to Stand the Pace Longer.

Hansen kept on and finished the 100 miles, the last twenty of which were run in the dark without a light on the ground. He completed his task at 10:05 p. m., having established records from 60 miles to 100. His record for 61 miles was 2:52:45¼; for 75 miles, 3:34:03¾; for the 100 miles, 4:55:59.

Mr. Becker was seen yesterday by THE BEARINGS' correspondent, and submitted to an interview. He did not deny that he attempted to pocket Hansen till Jackson could get a big enough lead to disqualify the former under the L. A. W. rules, but pleaded as his excuse ill-treatment at the hands of the racing officials. He has made a statement to Chairman Gideon asking for Hansen's suspension and that of those who had the race in charge. It will be difficult, however, for him to sustain his allegations of fraud on Hansen's part.

CANADIAN RECORDS LOWERED.

HAMILTON, ONT., June 15.—The annual race meet of the Hamilton Bicycle Club was held on Saturday on the race track of the Hamilton Jockey Club. The track was in perfect condition and the weather was favorable. About 2,000 people were in attendance. A special train conveyed a number of enthusiasts from Toronto to the races. Two records were lowered. In the half-mile open race, Class A, Angus McLeod, Sarnia, covered the distance in 1:04⅕, lowering the Canadian record about three seconds. The Canadian record for tandems was reduced 2⅕ seconds by Percy Brown and A. E. Young, of Toronto, who covered the distance of one mile in 2:08⅘. Special interest was given to the races by the presence of Callahan, Lutz, and Penseyers, of Buffalo, who did not succeed, however, in securing first position in any of the races.

The five-mile race was won by Harley Davidson in 12:17⅖, which is the Canadian competition record for that distance.

Summaries.

Half-mile Class B.—Angus McLeod, first; Charles H. Callahan, second; W. Lutz, third. Time, 1:04⅕.

One-mile 2:50 class, Class A.—A. Oake, first; Fred Dalton, second. Time, 2:45⅗.

One-mile open, Class B.—Davidson, first; McLeod, second; Callahan, third. Time, 2:23.

One-mile open, Class A.—Lougheed, first; Barnes, second. Time, 2:53. No race.

One-mile, 2:40 class, Class B.—Young, first, Gratz, second; McColl, third. Time, 2:28.

Two-mile handicap, Class A.—Lougheed, first; Hebner, second; Greatrix, third. Time, 5:03.

Five-mile open, Class B.—Davidson, first; Robertson, second; Callahan, third. Time, 12:15⅖.

One-mile open, Class A; run over.—Barnes, first; Sales, second; Reid third. Time 2:33.



WALK-OVER FOR WILSON.

Chicago Man Captures the Elgin-Aurora Road Race with Ease—Dasey's Fine Performance.

A finer course for a road race than the road between Elgin and Aurora would be hard to find. It is as good if not better that the famous Belle Isle course at Detroit. The roads are as smooth as a dancing floor and the hills are so undulating that one hardly notices them. To ride in a race over a course like this one is a pleasure instead of hard work.

It was over this magnificent road that P. B. Wilson, of the Chicago Cycling Club, easily distanced the fifty starters in the second annual Elgin-Aurora road race last Saturday, winning the race and third time prize. Wilson is one of the best road riders in Chicago and has started from scratch with such good men as Osmun, Van Nest, Bicker, and Spike, and has beaten them easily. He was the last man to enter the Elgin-Aurora road race and the handicapper placed him on the 5:30 mark. With such a handicap the race was a virtual gift. He easily caught the leaders six miles out of Elgin and then kept the lead until the finish, riding in fresh and strong. He negotiated the twenty-two miles in 55:50.

Scratch Men Have Accidents.

C. V. Dasey and Frank W. Osmun, of the Chicago C. C., were on scratch, with Swanson, Earle, and Hammett on the 1:30 mark. Soon after the start Osmun's saddle loosened, so that he was compelled to ride on the frame. Dasey got away from him soon after this, but had not gone more than three miles before his rear tire punctured. The "King of Ireland" then lost his temper, and determined to finish any way, so, gritting his teeth, he kept on plugging. He made good progress, aided by the strong wind on his back, and was soon well up. He rode the punctured tire until within three miles of Aurora, where he was given another wheel by John Kelly, finishing in twenty-third place. Osmun kept on with his broken saddle, and when within a few miles of the finish fell, scraping his right leg badly.

Mistake in Time.

When the timers reached Aurora they figured out that James McCulla, of Evanston, had won time prize in 55:15, and that Dasey and A. A. McLean, of Aurora, had tied for second in 55:27. This decision was afterward reversed when the timers found out that they had figured McCulla as having started from the 2:30 mark when he was in the 3:30 class. This mistake made his time one minute faster than it really was. The judges decided Monday to change this, and Dasey and McLean were declared tie for first instead of second time.

The Finishers.

PO.	NAME.	CITY.	HDCP.	TIME.
1	P. B. Wilson	Chicago	5:30	55:50
2	Max Schultz	Ottawa	8:00	58:22
3	W. H. Sperry	Aurora	8:30	59:15
4	Fred Olson	Aurora	6:30	57:45
5	Nic Deutch	Aurora	6:30	58:27
6	G. E. Servis	Ottawa	8:00	60:20
7	Van Ollier	Lake View	4:00	56:33
8	James McCulla	Evanston	3:30	56:15
9	Win Farrel	Elgin	5:30	58:25
10	R. A. Gates	Wheaton	5:30	58:42
11	Fred De Cardy	Chicago	4:00	57:25
12	A. A. McLean	Aurora	2:00	55:27
13	C. T. Boyschau	Chicago	2:45	56:47
14	G. C. Johnson	Chicago	5:00	59:23
15	A. Stevenson	Ottawa	9:50	63:14
16	H. L. Bunnell	Aurora	7:50	61:45
17	Stringer	Elgin	8:00	62:18
18	P. A. Rogers	Chicago	5:00	59:46
19	Forrest Wilson	Chicago	2:00	56:47
20	W. N. Hickson	Chicago	6:30	61:18
21	B. W. Twyman	Chicago	2:30	57:55
22	Ed Hammet	Wheaton	1:30	56:50
23	C. V. Dasey	Chicago	scr.	55:27
24	C. A. Westcott	Lake View	2:30	58:00
25	J. H. Searle	Chicago	4:30	60:32
26	I. C. Walker	Chicago	1:45	58:05
27	M. H. Scott	Aurora	5:30	59:27
28	E. Ulbrecht	Chicago	8:00	62:10
29	Herbert Brown		10:00	59:45
30	A. W. Covey	Elgin	6:00	57:15
31	Arthur Davis		5:00	63:15
32	Fred Patrick		4:30	63:50
33	Sam White	Chicago	7:00	63:24
34	Oscar Arnold		8:00	65:56
35	E. J. Swanson	Elgin	10:00	67:30
36	J. M. Arens	Lake View	4:00	70:00

NEGROES WIN FIRST AND SECOND.

MANSFIELD, MASS., June 15.—Everybody in town turned out this afternoon to see the start and finish of the second annual Halliday road race. The first and second men over the tape were negroes. The first man was John Hudson, of Matfield, who distinguished himself at Clinton a week ago by setting most of the pace in the open events. The second man was Joe Smith, of Providence, who was disqualified on his own admission that he did not go over the course. Burns Pierce, of Malden, won the first time prize, and W. G. French the second, with E. O. Peabody third. Pierce is a Malden Bicycle Club man, and both French and Peabody are riding this year for the Boston Press Cycling Club.

The Halliday road race has come to be a cycling institution of southeastern Massachusetts, and James Halliday, its promoter, has identified himself with the sport. Last year it was a rather small affair, with only about $300 invested in prizes. This year the prizes aggregated about $1,200 in value, and the first one was a horse and buggy.

The entry list included 119 men, and of these 104 men started from the various marks. The limit of handicaps was six minutes. The start was from a point opposite the common and the fifteen-mile course was once round and repeat.

Three o'clock was the time advertised to start, but it was nearer four when the big field got away at Starter Linscott's word. There was not a foul of any kind at the start, and the men took the course in good style. All classes filled remarkably well, and the two scratch men, Pierce and French, started out at a terrific pace.

The first man to cross the tape on the first lap was Fash, a local limit man. Then came a long bunch of long-mark men, leading the first man from a medium mark, W. D. Baker from 2:15, who had sprinted well up in the bunch and was eleventh at the lap. The scratch men made the lap in 28:03, having overcome just half of their handicap. They were riding well up in the bunch and making pace for each other alternately. At this point several of the riders dropped out, having gotten enough of the going.

In an incredibly short time the men could be seen coming down the backstretch of the course through the common.

At the First Lap Hudson, the Winner, was Second,

and it could now be seen that he was fully 300 yards ahead of his nearest competitor. He could be told by his red suit, and crossed the tape an easy winner. The applause was deafening. Burns Pierce, who took first time in 45:12, took twenty-sixth place in the finishers. French, taking second time, was twenty-ninth, and Peabody, taking third time, was twenty-fifth.

Following is a list of ten finishers with their position, handicap, and actual time:

PO.	NAME.	HDCP.	
1	John Hudson	4:00	47:07
2	Joe Smith	3:30	46:42
3	John Monahan	5:00	48:40
4	W. E. Pratt	1:45	45:35
5	F. Doltier	3:30	47:21
6	W. D. Baker	2:15	46:11
7	J. Geary	3:15	47:14
8	Harry Young	4:30	48:32
9	I. B. Fash	6:00	50:07
10	Allen Winter	4:30	48:38

YOUNGSTERS RIDE WELL.

The Hyde Park Cycling Club, of Chicago, held a ten-mile road race last Saturday over the South Side boulevards. There were several youngsters in the race, and they all rode as well as their elders. Little Jimmy Phillips, aged twelve, who holds down the responsible position of office boy in THE BEARINGS' office, made probably the best ride. Jimmy is about knee high to a grasshopper and rides a 19-inch frame, but he managed to run into second place from the 5:30 mark. H. Spear won the race from 6:00. A. Gould won time prize from 1:45 in 30:19; E. J. Yorkey won second time in 31:13, and G. Boomer third in 31:13⅛. There were twenty finishers.

First Ten.

PO.	NAME.	HDCP.	TIME.
1	H. Spear	6:30	32:49
2	J. Phillips	5:30	33:19
3	F. S. Young	3:00	31:35
4	F. C. Lewis	3:00	31:36
5	A. George	3:30	32:06
6	A. Gould	1:45	30:19
7	R. Pingree	2:00	31:58
8	G. Phillips	3:30	33:43
9	W. Simpkins	1:00	31:20
10	F. Lunt	1:00	31:21



Wilson winning the Elgin-Aurora road race in a walk.

PERSONAL ACQUAINTANCE

IS THE BEST ADVERTISEMENT FOR A WAVERLEY.

CINCINNATI, OHIO, May 29, 1895.

INDIANA BICYCLE CO., Indianapolis, Ind.:

Gentlemen: Would have called to see you before regarding a wheel for Mrs. Peoble, but circumstances prevented, and will now have to postpone purchase a few days.

Regarding my 'WAVERLEY," I have only to say that having had a season's experience each with both the ——— and ———,I was particularly timid about purchasing any other, and especially a less expensive one, but I find that your claim of high grade is well substantiated. Have given it very rough tests, and though I have returned from trips (especially one last Sunday) with the mud over the hubs, and have had it saturated from top to bottom with rain, it is as good today as when it came out of the ware rooms.

I have had a seat put on for my baby, who weighs 32 pounds, seat 6 pounds, and my weight 142, making 180 pounds, riding over stones, tracks, and down off of the curb-stones. Had two severe falls, but I would not trade it for a new one fresh from the factory. ***This is what I think of my "Waverley,"*** and it is due you to know it.

Hoping that Mrs. Peoble's wheel will turn out as well, I am,

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WHITSUNTIDE RACING.

Exciting Sport in England—Description of the Wood Green Track—Other News.

LONDON, June 8.—There was an abundance of racing all over the country during Whitsuntide. In London the long-announced opening meeting of the Essex Cycling Union took place on the new Wood Green track, attended by about 12,000 persons. Records remained untouched, but the track proved fairly fast. The mile novices' handicap was won from scratch by H. Armstrong in 2:17⅕, and the same rider secured the open mile handicap, with fifty-five yards start, in 2:18⅖. E. L. Winbolt and J. Davidson won the two-mile tandem handicap from the 100-yard mark in 4:26⅕. The ten-mile scratch for the Armor Shield fell to E. L. Winbolt whose time was 23:26⅕. An attempt upon the mile tandem record by Yoeman and Cooke proved a failure.

The *Sport and Play* races at Aston, on Monday and Tuesday, furnished good sport and drew big crowds. There was

A Large Number of Unlicensed Riders,

but the professional events suffered from a paucity of entries. Henry Sturmey timed and F. J. Osmund, S. Golder, and A. Eadie judged. In the one-mile professional scratch race there were only four starters, viz—A. W. Harris, A. C. Edwards, J. D. Lumsden, and C. F. Barden. The two Americans, H. C. Wheeler and G. A. Banker, who had entered, did not start. C. F. Barden won the event. Only four of the nine entrants started for the quarter-mile time trials, with flying starts, for licensed professionals, the Americans again failing to appear. Harris covered the distance in :30, but was beaten by both Edwards and Barden, the latter's time being :29⅗. B. E. Winchurch carried off the half-mile handicap for unlicensed riders in 1:03⅘. Newey won the mile race for licensed amateurs in 2:17⅘. T. Osborn carried off the half-mile scratch (unlicensed riders) and A. C. Edwards won the ten-mile professional scratch race—Harris and Lumsden receiving lap prizes.

DuCros Rode Under Protest.

At Plymouth on Whit Monday there was a good meeting attended by 9,000 people. The five-mile scratch race for the hundred guinea cup, in which both Arthur DuCros and Lewis Stroud held two shares, was won by A. J. Watson. Stroud did not start, having injured himself by a fall earlier. DuCros, who is unlicensed, started under protest, just off the track, *a la* Jaap Eden at Birmingham last year, but only finished fourth. F. May won the mile scratch race, and it was in this contest Stroud fell, with rather serious results.

M. A. Holbein has come out again as a record-breaker after a period of retirement. On May 29, with J. W. Stocks on a tandem safety, Holbein went for some road records. Starting from Hitchin the pair of fliers did 100 miles in 4:46:18, and completed 221½ miles in twelve hours. Their time for the century beats the previous bests, both amateur and professional, but is inferior to the single safety record of A. A. Chase (4:39:28). The twelve hour total is not only record, but stands as the first example of a tandem twelve-hour total being in excess of that recorded for a single machine.

Two place-to-place records were lowered last week. London to Manchester (186 miles) was reduced by H. Wiseman to 12:40:00, a cut of twenty-three minutes on the previous best. London to York (197 miles) was ridden by J. H. Petersen in 11:49:00, or just two minutes inside Fontaine's performance last autumn.

Jefferson's Moscow ride is nearing its close and he is expected to reach London this afternoon. He has had good receptions in all the big towns on his return journey, but little time to enjoy the hospitality showered upon him.

The Hospital Sports.

LONDON, June 1.—The Hospital Sports at Herne Hill last Saturday did not excite the amount of public interest evinced on former occasions, chiefly owing to the inadequate advertising of the fixture. However, there were 7,000 people present and the mixed programme of cycling and athletic events was got through in delightful weather. Stroud held two shares in the Stanley Cup, but he failed to score a third win, A. Palmer finishing first. Lady Farquhar distributed the prizes and Doctor Turner judged.

Summaries.

Half-mile scratch race for Corporation Cup.—A. J. Watson, first; E. Parlby, second; W. H. Bardsley, third. Time, 1:07⅘.

One-mile scratch race for Gamage cup,—A. J. Watson, first; A. S. Ingram, second; E. Parlby, third; E. Winbolt, fourth. Time, 3:45⅖; last quarter, :27⅗. The cup becomes Watson's property.

Five-mile scratch race for Stanley cup,—R. Palmer, first; C. G. Thistleton, second, E. M. Winbolt, third; A. Milsom, fourth. A splendid finish. Time, 12:13⅗.

Quarter-mile handicap.—G. Parker, 30 yards, first; A. E. Nicholls, 28 yards, second; A. S. Robinson, 10 yards, third. Time, :30⅘.

The new track at Wood Green is now complete, although the first time the track was available for practice was only last Thursday. Since March 19, when the first sod was cut, over 10,000 cubic yards have been excavated. The delay in commencing the construction was due to legal formalities between the company and the owners of adjoining properties.

Description of Wood Green Track.

At the press view last Wednesday week the surface was not complete, but on Thursday evening the directors held a little inaugural ceremony to which I was invited. A number of riders took advantage of the occasion to test the qualities of the track, several well-known men spinning round on safeties, tandems, and tricycles. So steep is the banking at the curves that it is almost impossible for a tricyclist to ride slowly round the path. F. T. Bidlake certainly made the experiment without upsetting but the angle of inclination was so great that his balance was only just maintained by dint of leaning outwardly to the uttermost extent. I make this reference to tricycles because the North London C. C., at their forthcoming race meeting on the new path, purpose holding an event for three wheelers.

That The Track Will be Fast for Safety Racing

there is scarcely room for doubt.

As I have before stated, Harry J. Swindley has been responsible for the design of the track, and J. O. McQuone is the contractor. The cycling path is 3½ laps to the mile with straights measuring 120 yards in length. The homestraight is twenty-seven feet in width, the backstraight and curves being twenty-five feet in width. The bends are struck to a radii of 124 feet 6 inches, and are superelevated on the outside to a height of eight feet. The gradients from the curves into the straights and vice versa are 1 in 25 and 1 in 20 respectively on the outside edge, the inner wood edging of the track being dead level throughout. This banking is for a speed of thirty miles per hour, but will be found safe at higher speeds. The track is surfaced with a three-inch layer of McQuone's patented surface, which is laid upon eight inches of hard core, hand pitched and grouted. The curves are surrounded by wide terraces for spectators, while on the backstraight are raised terraces

Commanding a Perfect View of the Whole Course.

There is a running track inside the cycle path of four laps to the mile, inclosing an area of turf amounting to 11,500 square yards, for football, lawn tennis, etc. The whole of the area has been specially and systematically drained in order that the heaviest rainfall may be quickly got away. McQuone's surface is a mixture of red shale, granite chips, and blue Lias in certain proportions. The surface is of a brick color and perfectly hard, without presenting that deadly smoothness which causes side-slip in wet weather. Both in appearance and composition it differs from anything previously seen in London.

The members of the Trafalgar Club, whose recent inaugural fete has filled my esteemed friend C. W. Nairn with raptures of delight in his *News of the Wheel*, recently held their first country run. The destination fixed upon was Reigate in Surrey, a town situated amid delightful scenery of the pastoral kind. The members trained out a little way, and concluded their return journey in the same manner, thus enjoying the cream of the roads and country. Doctor Turner acted as cicerone to the party—hardly an enviable position considering the number of novices for whose safety he was responsible.

C. W. HARTUNG.

"THE TERRIBLE SWEDE."

About three weeks before the Decoration Day road race, when dark horses were all the rage, many strange stories of a foreigner who haunted the course and simply played with those who were training on the road drifted over from the North Side. This stranger could not speak English and rode a heavy wheel which rattled horribly while its rider was having fun with the would-be scorchers. Several good men "had their legs pulled" by the unknown. This caused quite a sensation and the "terrible Swede," as the unknown was called, was much sought after by Handicapper Miles. Just two days before the handicaps came out Mr. Miles found that the stranger was John Lawson, of the Monitor Cycling Club, and he was at once put on the 4:50 mark. In the road race Decoration Day he punctured his tire and was out of it.



"The Terrible Swede."

Since May 30 Lawson has demonstrated that he could ride and that all of the stories told of his prowess were true. He took part in the Chicago-New York relay ride and got away from Winship, and the old-time Pullman favorite only saved himself from being badly beaten by taking a short cut. Last week the "terrible Swede" went for the five-mile road record of 11:18⅕. The first trial was made during a rain storm and the time was 11:41. The next trial was four seconds faster. In the run-over last Saturday Lawson finished seventh, having met with an accident, finishing on a strange wheel. In Sweden Lawson made several very creditable long-distance records. He has plenty of speed and endurance and ought to give A. A. Hansen a good run for the long-distance championship of America.



TWICE AS GOOD AS OTHER TIRES



PALMER TIRES

HE HAD A PUNCTURE--REPAIRED IT

And won the New York "Times" 150-mile road race, beating next man by nearly 4 hours. F. M. Dampman did it on Palmer Road Tires.

FRED NESSEL

Also Punctured, but in the Special Second Edition (??) Chicago Road Race
Won 1st Time Prize in 49 min. 40 sec. on his little H.-T. Scorcher.

He won it in the original race, but

THEY WANTED IT RUBBED IN AND GOT IT.

A. C. Van Nest got off the course but managed to land 3d time and 5th place.
Little Al Flath helped on the good work by running 2d for place.

Only 4 pairs of Palmers started against 35 pairs of good tires.

ARE NOT PALMER TIRES TWICE AS GOOD AS OTHERS?

Of less importance, but just as big a scoop:

Elgin-Aurora Road Race, 22 miles—C. V. Dasey, 1st time (he punctured, too).
P. B. Wilson, 1st place and 2d time.

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TWICE AS GOOD AS OTHER TIRES





HOUBEN TAKES DUST.

Protin, his Countryman, has Little Difficulty in Beating Him—What Banker is Doing.

PARIS, June 6.—R. T. C. Protin, the Belgian crack, has proved himself to be real champion of Europe. Last Sunday at the Velodrome Bruxellois he gained a brillant victory over his compatriot Houben, the conqueror of all the French champions and of George A. Banker. Protin's victory was on the whole an easy one, and was well received in Paris, where Houben is not very popular. Everything was favorable to Houben, who also had the advantage of being thoroughly familiar with the Brussels track, the banking of which is very low.

The Race.

In the first heat, 2,000 meters with pacemakers, Houben claimed that he had been fouled by Protin but his claim was not admitted. It is true the latter's back wheel slipped on rounding the last corner, causing Houben to swerve toward the rails, but the accident in no way influenced the result, Protin winning easily by a couple of lengths.

In the second heat the struggle was far more exciting. Both men entered the homestretch together at a fearful pace, Houben straining every nerve and muscle to gain the advantage. When within about thirty yards from the pole, Protin shot ahead and won easily by a wheel length. The last lap (400 meters) was covered in :28⅘ and considering that the sprint only commenced on the backstretch, the last 250 meters must have been negotiated in record time.

Little Michael Again.

Little Michael won the 100-kilometer race last Sunday at the Velodrome de l'Est, defeating Lesna, The, Lewis, and Rivierre by several kilometers and lowering the 100-kilometer record by about ten seconds. The new figures for the distance are 2:20:25⅘. This record, which is one of the most prized by French riders, is generally called Dubois' record, it having been in the latter's possession off and on since the days of the g. o. o., when 3:30:00 was considered a good time in which to perform the feat. Since then, whenever the trophy has passed into strange hands, Dubois has been out after what he considers his private property and up to the present he has always succeeded in regaining possession of his lost idol. Dubois will shortly attempt to lower Michael's figures.

Where the Cracks Raced.

Most of the cracks rode at the Buffalo track, where a very attractive and interesting meeting had been arranged, every race being well contested.

The attendance was small, owing to the important race meeting at Auteuil, the "Grand International Steeple." The most important event was a 2,000-meter scratch race which resulted in a win for George Banker; Fournier was second and Piette third. Jacquelin fell when within a few yards of the post, his front wheel having caught in Banker's pedal. Banker just managed to avoid the spill.

Great things were expected of Rollin, but he failed to win his heat. Two laps from home Rollin, Baras, and Grandjean were so intent on watching each other's movements that they let Max get away from them. The little Austrian secured such a lead that the others deemed it useless to go after him and quit.

Wheeler finished fourth in his heat, Fournier taking first place. Wheeler says he is not going to tire himself so early in the season but when once he is in shape he expects to ride as well if not better than he did last year.

The Meet at Buffalo.

The Buffalo management gave another very interesting meeting last Monday, which was a holiday throughout France. Michael, the latest hero in cycling circles, won the fifty-kilometer race, with pacemakers, in the splendid time of 1:07:04, the fastest time ever made in competition and but two minutes outside the world's record for that distance.

Michael rode smoothly and easily and did not appear to feel the effects of his hard 100-kilometer race of the previous day. He covered 44.931 in the first hour and beat all records from thirteen to twenty-four kilometers. T. Linton and Huret had a hard fight for second place, which eventually went to the Englishman by half a lap.

Jacquelin, who is probably the best French sprinter actually in form, won the national and international races. In the national he defeated Gougoltz, Farman, Piette, Morin, and Mercier. The final of the international brought out Banker, Jacquelin, Piette, Morin, and Verheyen. Banker was leading when the bell rang, but Verheyen put on a tremendous burst of speed on the backstretch and shot by, drawing along with him Jacquelin and Piette.

Banker Wins the Austrian Derby.

VIENNA, June 16.—At the Austrian bicycle Derby today Banker was first; the Viennese, Ehringer, was second, and the British rider, Barden, was third.

KENTUCKY DIVISION MEET.

MAYSVILLE, KY., June 15.—The eleventh annual meet of the Kentucky Division was held in this town yesterday and today. The attendance of visiting wheelmen is estimated at about 500. There are more visiting members at this meet than at any previous meet, and the local members are very jubilant over this fact.

The absence of ladies is one of the noticeable features; so far as can be learned there are only two lady visitors.

The visitors were met at the depots and boat landings and escorted to the different hotels, and after removing the effects of their journey and eating breakfast were taken to headquarters for registration. At 9 a. m. the parade was formed and rode through the principal streets, and disbanded again at the headquarters. The chief consul was not able to be present, and the members would not wait until the vice consul could get from the depot to the hall, and selected J. W. Clendenning for presiding officer.

Judge W. A. Wadsworth made a speech of welcome to the visitors. The report of the chief consul was read, in which he showed

The Need for a New Road Book,

and asked for the aid of each individual member in pushing forward the work of the division. His idea of a membership of 1,000 before the end of the year provoked enthusiastic applause.

The secretary-treasurer's report showed a loss of membership on April 1 of 159 over that of 1894, and went into details of comparative statements of the different cities and towns. Louisville dropped from 250 to 172, Frankfort from 20 to 6, while on the other hand Hodgenville raised from 0 to 7, and Madisonville from 0 to 15. The treasury was reported as depleted, but with the prospect of receiving $200 from Secretary Abbot Bassett about July 1.

Nominations for officers were made and resulted as follows: Chief consul, John W. Clendenning, of Covington; vice consul, John Cromwell, of Cynthiana; secretary-treasurer, Owen Lawson, of Louisville; representatives, E. H. Croninger, of Covington; T. B. Dewurst, of Lexington; M. J. Fleck, of Louisville; E. W. Ledman, of Louisville.

Cynthiana was represented by a full delegation of the Harrison County Wheel Club and was successful in obtaining sanctions for the '96 meet.

The Races.

The races were held on a one-mile trotting dirt track covered with over an inch of dust, which was blown into the faces of the riders in such great clouds that it was impossible almost for them to see or breathe. This dust had some effect on the time made, for the best men in the state were entered and if the events had been on the Louisville track state records would have been smashed without an exception.

Summaries.

One-mile novice.—S. R. Leathers, first; J. H. Carson, second; George Conrad, third. Time, 2:45. Leathers kept with the bunch until the three-quarter pole, took the lead and was never headed, finishing at least five yards ahead of the second man.

Half-mile heats.—Ed D. Fichtner, 18 points, first; E. L Pierce, 16 points, second. These three heats were run in su cession and when the contestants finished they could hardly be recognized for the coating of dust upon them.

One-mile Kentucky Division championship.—A. J. Nowlin, first; J. E. Mitchell, second; D. P. Hemphill third. Time, 2:38⅗. This race created more interest than any other in the history of the division. Twelve starters were at the tape and went away in good shape, Hemphill leading until reaching the three-quarter pole, when the crowd bunched. Nowlin obtained the pole and took the pace finishing at least ten yards ahead of the next one. Walden, of Cynthiana, ran into Kimble's wheel and both went down.

One-mile Maysville championship.—Buckner Wall, first; Millard Williams, second. Time, 3:02⅗.

Quarter-mile heats for Kentucky riders.—Owen S. Kimble, 16 points, first; E. D. Fichtner, 15 points, second.

One-mile handicap.—Duke Crolley, 100 yards, first; W. I. Hufstetler, 75 yards, second. Time, 2:28. The scratch men caught up with the crowd at the half-mile pole and the crowd was bunched until the three-quarters, when the limit men started for the tape. A wind sprung up at this time and blew the dust into the eyes of all except the front men and they could not see where they were going, and the third man (25 yards) did not even know that he had won a position until reaching the dressing room.

In the evening the local club tendered a banquet to the visitors in the club hall, where covers were laid for 200.

SECOND DAY.

The wheelmen were late in assembling this morning and it was nearly an hour after the announced time when they lined up for the hill climbing contest and had a picture taken. The course is seven-eighths of a mile, has four turns, rises one foot in fourteen, and is one that would discourage almost any one from trying to climb it. Six starters lined up and it resulted in C. O. Updike's favor in 5:18, with J. H. Carter, Jr., of Lexington, second, and E. H. Croninger, of Covington, member of Racing Board, third. The contestants were so exhausted after reaching the top that they walked down instead of riding or coasting.

The attendance at the races in the afternoon was not more than 700, and with a shower threatening every minute, made the dust worse than ever. Notwithstanding this the finishes were better than on the first day.

Summaries.

One-mile for Kentucky riders.—Owen Kimble, first; J. C. Mitchel, second; E. D. Fichtner, third. Time, 2:35⅖.

Two-mile handicap.—Duke Crolley, 175 yards, first; S. R. Leathers, 50 yards, second; E. L. Pierce, 50 yards, third. Time, 5:01⅕.

Half-mile Kentucky Division championship.—Owen Kimble, first; J. C. Mitchel, second; F. D. Cartwright, third. Time, 1:10⅕. In this race Nowlin's wheel slipped in the dust and he fell and was struck by Updike, who turned a complete somersault before rooting in the dust. Hemphill and Dewhurst went into the pile; none of them sustained more than a few bruises. The finish was very interesting between the two first men, the three finishing very close together.

One-mile open.—J. C. Mitchell, first; Edward D. Fitchner, second; O. Kimble and F. D. Cartwright, tie for third. Time, 2:45.

One-mile Kenton Wheel Club championship.—This was a touring party until within 100 yards of the tape, when Chas. Croninger made a spurt and won in 4:28⅗.

One-mile consolation.—C. O. Updike, first; J. H Carter, second; Clif Croninger, third; T. B. Dewhurst, fourth. Time, 3:00⅕.

Owen Kimble, paced by E. D. Fitchner, J. C. Mitchel, F. D. Cartwright, and Dan P. Hemphill, rode an exhibition mile in 2:23⅖, against the track record of 2:32.

J. N. HUDSON WINS

The run-off of the GREAT CHICAGO DECORATION DAY ROAD RACE on a

CRESCENT NO. 1.

It takes a GOOD wheel to carry a 168-LB. MAN at a WINNING PACE over such a road—up hill and down, through sand and rough places.

Crescent No. 1 costs $75, never less

AN HONEST WHEEL
AT AN HONEST PRICE.

Western Wheel Works,

CHICAGO. ....MAKERS.... NEW YORK.

LOOKS LIKE BUSINESS.

Zimmerman Consents to Meet Johnson and the Articles will be Signed This Week.

PHILADELPHIA, PA., June 16.—After several weeks' blowing and an unusual amount of newspaper talk Johnson and Zimmerman have come to an agreement and will race within three weeks' time for $5,000 a side. The place of holding the race has not yet been decided upon, but it is hardly likely that Asbury Park will be selected.

Johnson, in company with his manager-trainer Tom Eck, called at the *Inquirer* office yesterday morning for the purpose of posting a forfeit and to see whether or not a match could be arranged. Johnson said he was tired of all this talk through the newspapers,

It Resembled the Corbett-Fitzsimmons Fight Too Much,

and he wanted to get right down to business. Then Tom Eck had a word to say.

"Johnson will race Zimmerman on any good track in the United States," said the worthy Thomas. "This is our ultimatum. We want a track on which a mile can be done in less than two minutes, as the public will expect the two men to go a faster competition mile than in the ordinary races. In order that this may be accomplished I shall insist that quads be used as pacemakers."

"Will you race at Asbury Park?" was asked.

"No, and we have good reasons for not wishing to do so. We have both been turned down by the League, and as the meet is a League affair I think we would be foolish to race there for the profit of that organization."

Then Eck got down to business and

Posted $5,000 to Bind a Match,

giving instructions to the representative of the *Inquirer* to see Zimmerman at Mount Holly and try to get his consent.

Accordingly Arthur Augustus was seen. When the 12:30 train from Philadelphia arrived the champion was not to be seen, but after a little bit he put in an appearance, and his looks led every one to believe that he was angry. He soon cooled down, however, and began to talk business.

"I do not care much for racing any more," he said, "and I have satisfactory reasons for saying so, but if Johnson will put up $5,000 I will do the same. In doing so, however, I must have the privilege of naming the track. I agree with Johnson in not riding at Asbury Park, and will choose elsewhere. If these concessions are allowed

"I Would be Inclined to Race Johnson."

It was then agreed that Zimmerman or a representative be at the *Inquirer* office on Wednesday to sign articles and arrange the preliminaries for the race. Johnson and Eck will also be present.

The fact that Zimmerman has finally given in and consented to race was somewhat of a surprise, but now that everything is fixed the world will have one of the greatest bicycle races in its history. Zimmy has not been condemned for holding out as he has done, for it is the general opinion that he stands chances of losing everything and only gaining $5,000 should he defeat Johnson.

Zim Fails to Toe the Mark.

PHILADELPHIA, PA., June 19.—Zimmerman failed to show up today as he agreed to do last Saturday, and the papers for the Johnson-Zimmerman match are still unsigned. Eck is here, anxiously waiting for Zim. It looks like a case of flunk on Zim's part.

THE ZIMMERMAN-JOHNSON TALKING MATCH.

NEW YORK, June 17.—Guy P. Wilson, the press agent of Asbury Park, made his appearance in the press inclosure at the Manhattan Beach track last Saturday and jollied the newspaper men to his heart's delight and their discomfiture. As a result of his visit to the track, however, the announcer, through his megaphone, informed the audience that the Zimmerman-Johnson match race had been arranged for $5,000 per side, the Asbury Park people to add another $5,000 as a purse, and the winner to take all. The race was announced as sure to take place during the League meet week, July 8 to 13.

Later on, however, word from Mount Holly, N. J., where Zimmerman was racing last Saturday, said that the race between the pair was to be run there.

Which of these two places is right will not be known until next Wednesday, when the articles will be signed between the two at the office of the Philadelphia *Inquirer* The proprietor of the *Inquirer* is backing Johnson for the full amount of $5,000, and recent developments tend to cast the brighter light on his end of it.

According to Mr. Wilson, the match races between C. M. Murphy and W. C. Sanger will also be run at the Asbury Park meet. If all this comes off in good shape, it will be a regular cycling carnival. Every man has his opinion, and if Charlie Murphy's form Saturday was his true condition, then Sanger will beat him. Should Sanger defeat Murphy, and Johnson do likewise with Zim, then all interest would center in a match between the two winners, and it would be a match "as would be a match."

PASTIMES WILL REORGANIZE.

ST. LOUIS, MO., June 16.—At the expiration of the two weeks for which the Pastime Athletic Club suspended, it was decided not to attempt to continue it but to organize another club, to be known as the West End Athletic Club, which would be managed in an entirely different manner from the defunct Pastime Club. The Pastime's clubhouse and grounds will be occupied by the new club, the clubhouse being refitted and equipped with all the requirements of a modern clubhouse, including a buffet. Ladies and the younger element will be strictly tabooed.

By the time that Councilman Franklin Ferriss and the wheelmen's committee get through with the Heckel bicycle bill its sponsor will not know it. The committee of legislation, composed of Councilmen Ferriss, Ives, and Clarke, held an open meeting last Wednesday to give a hearing on this bill. Mr. Heckel was present and explained that his bill was merely a rough draft and that he had expected many changes to be made in it; in fact he himself had intended to raise the limit of speed he had first proposed (six miles an hour) to twelve miles an hour. W. M. Butler, J. R. Better, and W. G. Simmons represented the wheelmen and proposed a bill differing very considerably from Mr. Heckel's. The main features embodied are: Compelling all riders to keep to the right side of the road, and to slacken speed when crossing streets or nearing pedestrians; limiting the maximum speed west of Grand Avenue to fifteen miles an hour, and east of Grand Avenue to ten miles an hour, and compelling each wheelman to carry a bell and to ring same when approaching pedestrians. The proposed fines for infractions of the ordinance have $3 and $10 as the minimum and maximum limitations. The committee were in favor of a tax on bicycles even if only 25 cents a year, but this was strenuously opposed by the wheelmen. The committee took the matter under advisement and the Heckel bill was not reported to the council.

The union De Soto run last Sunday was not particularly well attended owing to the heat and dusty condition of the roads. The Chicago party, composed of Searle, Hartley, and Bently, and C. E. Wood, of Syracuse, who were taken in tow by C. C. Hildebrand, distinguished themselves by making a round trip and climbing all the hills both ways.

NO ONE WANTS THE DATE.

CLEVELAND, OHIO, June 17.—The national circuit date given to this city seems very liable to go begging, no club seeming willing to father it. The time-worn cry "no track" is the main reason. The grand circuit horse races fall due at Glenville the week following the Saturday set for Cleveland, and it will be impossible to get that track. The Newburg track is in good shape, but the grand stand accommodations are so limited that expenses alone could not be met, not to talk of a profit. The C. A. C. park is out of the question, as last year many Class B men refused to ride upon it, and now it is in even worse condition than then. The above exhausts our limited supply of tracks, and the conclusion is easily drawn.

Lakeside Reorganizing.

The reorganization of the Lakeside Club is close at hand, as all members have been notified to ante up their back dues by June 21 or be dropped from the roll. The new club will retain the old name, but will contain none but paid-up members. New quarters will be secured and a fresh start made.

The C. W. C. has grown independent from its recent successful race meet, and last week dropped fifteen members for non-payment of dues.

The Cleveland-Elyria record has long been a bone of contention for road scorchers. The distance is 26½ miles, and until last week the lowest mark for the trip was 1:23:00, and it has stood nearly a year. Hamm and Lindmueller, of the C. W. C., now claim the record, having brought it down to 1:18:30.

Another suburban town has fallen into line and framed an ordinance forbidding the use of her side paths to cyclers. This time it is through Collamer, one of our favorite rides, running eastward from Lake View cemetery, the resting place of Garfield. The ordinance originally prohibited the riding on side paths at all, but was modified to read "on Sundays and after dusk any day." Cyclers must also carry a lantern and bell on the road the same as in the city.

GIMM'S UNSUCCESSFUL ATTEMPT ON RECORD.

CLEVELAND, OHIO, June 18.—Lewis Gimm, who broke the 24-hour record last fall, made an unsuccessful attempt to lower the 100-mile record at the Newburg track this afternoon. The day was perfect, and the first fifty miles were reeled off in 2:09:10, with the rider feeling in recork-breaking condition. The seventy-five-mile mark was reached in 3:20:02. Gimm now began to feel pains in his stomach and called for some stimulant. The pace became perceptibly slower, the rider becoming groggy and unable to keep up with his pacemakers. Just before finishing his eighty-first mile he fell from his wheel, and four minutes were lost in getting him together again. Two more laps and he collapsed, striking the fence in falling, and turning a complete somersault over his wheel. An ugly cut just under the eye, which required several stitches to draw together, was the result, and the race was over. The time, including eighty-second mile, was 3:46:38.

TWO MORE CASH CONVERTS.

NEW YORK, June 18.—Two very prominent members of Class B have decided to follow in the footsteps of Zimmerman and Johnson, and some time during the month of July Ray Macdonald and W. F. Sims will pack their little grips, and bidding Asa Windle a fond farewell will sail for sunny France, where Banker and Wheeler are winning glory and the "long green." Eck and Johnson will also go to France after the race with Zimmerman.

B U I L T

World's Record!

10 Miles, competition, 21:39 3-5.



H. H. MADDOX.

Harry Maddox did it at Manhattan Beach, Saturday, June 15, knocking over 3 minutes off the record and beating out the best men of the year.

He rode a Solid Sterling.

Built like a watch.

At Grand Rapids, Mich.—First place in the 16-mile road race. On a **Solid Sterling.**

At Bay City—First, second, and fourth places, first time in the 16-mile road race, and 11 prizes on the track. All on **Solid Ster ings.**

At Port Huron—Four out of five firsts. All on **Solid Sterlings.**

At Americus, Ga.—Five firsts—all there was. All on **Solid Sterlings.**

You can win races if you ride a

SOLID STERLING

Built like a watch.

Sterling Cycle Works,

236-240 Carroll Ave., CHICAGO.

Sieg & Walpole Co., 285 Wabash Ave., Chicago.
Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha, Neb.

L I K E A W A T C H

RAIN SPOILED THE SYRACUSE MEET.

SYRACUSE, N. Y., June 16.—For a two days' national circuit bicycle tournament the meet held under the auspices of the Syracuse Athletic Association was anything but a glittering success, and the failure was not due to the association either. The promotor of the tourney had made arrangements with the weather deities, but somehow or another the plans fell through and the spirits of the S. A. A. men went with them. Syracusans were waiting for the second day's races, but rain fell at noon that day and as the Class B crowd consented to remain over until the following afternoon it looked as though the S. A. A. would pull out of the hole after all. Five heats and two finals were run off when the biggest kind of a thunder shower came up and converted the track into a veritable mud-puddle, but not until another world's record went to the credit of the Syracuse A. A.

The first day's races were conspicuous by the annihilation of several records and on Friday the novice mark went so low that the performance is considered phenomenal.

Just Think of a Novice Event Being Won in 2.15!

Verily the days of cycling are running a pace with this progressive age. John Schaefer was the individual to achieve the triumph, and W. A. Bex and A. E. Hughes were the tandem team put in the race to pull the novices out. Schaefer was the only man who could stick to the tandem, and he came across the tape with protruding tongue and generally fagged out. Schaefer is another of John C. Bowe's surprises, and now this gentleman declares that he has got another who will pull this record down at Asbury Park to 2:10 or better. When novice riders cut such a gait as this it is time to picture miles by the B's in 1:40, regular performances.

The Class A half-mile open was run in two heats and a final, H. G. Winters, of Buffalo, landing the final, with Foell, of Buffalo, and Shaw, of Boston, second and third respectively. Shaw was pumped out in this race, and when it came to the finish Winters shot out of the pack and rounded ahead of the tandem pacemakers.

Two heats in the Class B half-mile open were run when the rain came down. Conn Baker got first in the first heat and Mike Dirnberger hugged him close to the wire. Barry, Coulter, and Sims spilled on the turn. F. H. Allen won the second heat by inches from Bob Terrell.

Summaries.

One-mile novice.—John Schaefer, first; C. B. Gillis, second. Time, 2:15.

Half-mile open, Class A, first heat.—F A. Foell, first; A. E. Weinig, second; W. E. Shaw, third; G. W. McTaggart, fourth. Time, 1:13⅗.

Second heat.—H. G. Winters, first; A. J. Pendergast, second; S. H. Stone, third; F. H. Stowe, fourth. Time, 1:12.

Final heat.—H. G. Winters, first; F. A. Foell, second; W. E. Shaw, third. Time, 1:06⅖.

Half-mile open, Class B, first heat.—Conn Baker, first; M. F. Dirnberger, Jr., second; W. J. Helfert, third; F. W. Fisher, fourth. Time, 1:09.

Second heat.—F. H. Allen, first; Bob Terrell, second; A. I. Brown, third; Otto Ziegler, fourth. Time, 1:12.

Zim Thinks the Race Won't Come Off.

While from present aspects it seems certain that John S. Johnson and A. A. Zimmerman will meet during the Asbury Park races, it seems strange when contrasted with a statement made to THE BEARINGS' correspondent when the latter was in Rochester last week. Zimmerman was approached and the question put point blank as to whether he had any idea that a race between Johnson and himself would ever result. Zimmerman made the statement emphatically that he did not believe the race would ever take place. This is what the champion said: "When I came over from France it was with the intention of never mounting my wheel for a race again. But old friends and acquaintances came to me and urged my presence in exhibition miles and how could I refuse? Since then Johnson's challenge and the issuing of my own have kept the public guessing. No, I have no idea that Johnny and myself will ever meet. I am going to Australia in the fall. I have always wished to make this trip and the long-looked-for opportunity is at hand. I could hardly afford to make the journey at my own expense and by riding down there I will be able to see the country and make some money besides."

The opinion prevalent in this locality, and in fact several others, is that

Zimmerman's Trip Would be Knocked into a Cocked Hat

if he met and was triumphed over by Johnson. The defeated Zimmerman would not be the attraction in Australia that the invincible "Skeeter" now is, so this makes the possibility of a championship meeting between the two professional racing men very remote indeed.

A coterie of celebrated trainers were at the Yates last week and when the rain drops were dripping from the eaves they talked and talked about professional racing and the good old days that are to come when $100 will be hung at the tape for the Class B professional to nab if he has got it in him. Asa Windle said that he would not like to see the sport progress in that direction unless it was under the jurisdiction of the League of American Wheelmen. Tom Eck heaved a deep sigh when the conversation touched on professionalism and to him came that mirage which hovers at a distance and is looked at with such deep anticipations by the racing men. Tom remarked that if the L. A. W. would not countenance cash prize racing there would be a syndicate formed which would take the matter off the hands of the League and make it proper.

"Talking about cash prizes," said Dave Shafer, "you will not see them hung up by the L. A. W. this year, and take my word for it. While it has got to come in time there can be nothing done till the next national assembly, and then you fellows want to get in your work.'

FIRST DAY AT GALESBURG.

GALESBURG, ILL., June 19.—An utter lack of management and incompetency on the part of the officials, all of whom are local men, marked the first day's races of the twelfth annual meet of the Illinois Division held here today. The races were not run on time; the men in a number of cases were misplaced and the timing was far from accurate. The mile trotting track was in wretched condition and a wind blew in the faces of the racers on the homestretch. The grand stand contained not over 800 people. The accommodations for the racing men were not up to standard.

The Race of the Day

was the one-mile open with tandem pacemakers. There were twelve starters, including Bliss, Steele, Gardiner, Levy, Rigby, Cooper, Holmes, Kennedy, and other good men. The knowing ones predicted a victory for Gardiner, with Cooper close up. The tandem pacemakers, Van Herik and Skelton, and Bainbridge and Rau, were started thirty yards ahead of the racing men. In the scramble for the tandem Kennedy came out first best, just cutting out Cooper, who dropped in behind him followed by Gardiner. Bliss was almost last.

The Men Reached the First Quarter in a Procession,

:55⅛ after the pistol. Long before the half was reached the men began to show signs of fatigue and by the time it was reached Bliss had been dropped. The half was made in 1:05⅜.

The first tandem dropped out and the second one continued. Kennedy still hung on, and Cooper stuck to him like a leach. After passing the three-quarter pole in 1:37⅛ the tandem, with Kennedy and Cooper, began to draw away from the bunch. Gardiner tried his best to hang on, but could not manage it. Once free from the bunch

The Tandem Team Rapidly Pulled Kennedy and Cooper Away,

until when the tape was crossed they were more than 100 yards in the lead. Two hundred yards off home Cooper made his effort. He attempted to come up on the outside of the tandem, but Kennedy saw the move and started for the tape on the other side of the pacemakers. Try his best Cooper could not gain an inch, and finished one length behind Kennedy in 2:12½. Gardiner just barely beat Rigby for third, and Tracy Holmes was fifth. The performance of Kennedy was equivalent to two minutes on a first-class track, and stamps him as one of the best men in the country. Cooper also showed rare form. Bliss was a disappointment.

In the Class A event Frank Wing had things pretty much his own way. In one of the preliminary heats of the two-mile handicap he had a bad fall, being fouled by E. Linquist, who was ruled off for the day. There were a number of nasty falls, five men coming down in the Class B one-mile handicap, among whom were Kennedy and Steele. The quarter-mile state championship resulted in a good race and a handy victory for J. D. Erskine, of Chicago.

Summaries.

One-mile novice, final heat.—A. A. McLain, first; E. Lindquist, second; R. Price, third. Time, 2:28.

Quarter-mile open, Class A, final heat.—Frank Wing, first; A. A. McLain, second; B. Repine, third. Time, :34½.

Half-mile open, Class A, final heat.—Frank Wing, first; J. D. Erskin, second; B. Repine, third. Time, 1:10¾.

One-mile open, Class B.—A. D. Kennedy, first; Tom Cooper, second; Arthur Gardiner, third; F. B. Rigby, fourth; Tracy Holmes, fifth. Time, 2:12½.

One-mile, Knox County championship.—B. Repine, first; C. M. Ridgely, second; E. Lander, third. Time, 3:18½.

Two-mile handicap, Class A, final heat.—O. F. Bohman, first; A. V. Jackson, second; W. H. Eagan, third. Time, 4:48.

One-mile handicap, Class B, final heat —Tom Cooper, 75 yards, first; E. E. Anderson, 75 yards, second; Roy Keator, 75 yards, third. Time, 2:11¾.

Quarter-mile Illinois Division championship.—J. D. Erskine, first; W. J. Anderson, second; A. L. Wood, third. Time, :36¼.

RUN ON A MUDDY TRACK.

INDEPENDENCE, IOWA, June 15.—The postponed Decoration Day meet came off June 11 last. The rainy morning kept a great many away. Rush Park, the famous mile track, being too muddy to race upon, the fair grounds, one mile north of town, were selected for the races. The hospital band gave its best music and altogether the entertainment was enjoyed by every one.

Summaries.

One-mile novice.—W. R. Gill, first; F. S. Morse, second; G. W. King, third. Time, 2:46.

Half-mile boy's race.—Paul Sigsbee, first; Parke Ross, second; Morse Wolcott, third. Time, 1:29⅘.

Quarter-mile open.—Chas Wilson, first; W. H. Raymond, second; U. J. Sutcliff, third. Time, :36¾.

Half-mile open.—J. J. Berend, first; W. R. Gill, second; U. J. Sutcliff, third. Time, 1:15½.

One-mile open.—A. R. Coyle, first; G. W. King, second; U. J. Sutcliff, third. Time, 2:38¾.

Half-mile handicap.—J. J. Berend, first; W. E. Dage, second; W. R. Gill, third. Time, 1:10⅘.

One-mile handicap.—G. W. King, first; F. S. Morse, second; C. A. Wilson, third. Time, 2:30½.

One-mile consolation.—I. M. Dodge, first; C. F. Parker, second. Time, 3:33.

Louisville May Get the Cracks.

There is a possibility that Joseph Goodman will split the teams under him and send a part of them at least to the meet at Louisville on the occasion of the meet of the Grand Army of the Republic. If this be the case then Louisville will be happy and the G. A. R. men will see good racing. Such a move would draw from the universal interest in the Springfield races, but might be a wise one from the advertising point of view, as there will be a quarter of a million visitors in the city of Louisville at that time ready and willing to be amused.

BILLY HAMILTON

IS A SYCAMORE.

HE CAPTURES TIME PRIZE IN THE FOREST PARK ROAD RACE AT ST. LOUIS.

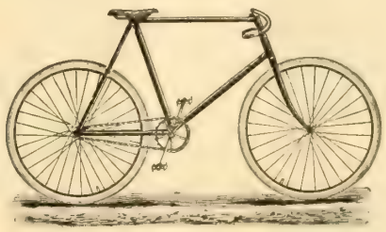
Big hearted Billy Hamilton, the wild western crackajack from Denver, and a member of the famous Crimson Rim Syracuse quad team, wins time prize in the far-famed Forest Park road race at St. Louis, on June 8. It was red hot, and Billy set a killing pace nearly all the way, and on the homestretch outsprinted all of his fast rivals, breaking all previous records, and lowering the Missouri state record for 20 miles. Time, 54:17. Hip hurroo! for our own dear Billy and the Crimson Rims. Again the Syracuse wheel is demonstrated as being the fastest bicycle built.

THREE CHEERS FOR THE SYCAMORE RIDERS.

Makers,

Syracuse Cycle Co.

Syracuse, N. Y.



Western Agents,

A. F. Shapleigh Hdw. Co

St. Louis, Mo.

IT IS A SUCCESS

The Dunlop Tire on the Wood Rim

It gives no trouble either to the manufacturer (who pays more for it) or the rider (who can get it without extra cost).

INSTANCE No. 10.

E. C. Meacham Arms Co.

Supply it on their wheels,

ST. LOUIS, MO., May 9, 1895.

AMERICAN DUNLOP TIRE CO., New York.

GENTLEMEN: When we consider the number of Dunlop tires on wood rims we have used upon "Tribune," "Club," and "Meacham Special" wheels, and the small amount of trouble experienced, we certainly think you are entitled to our congratulations in giving the public a detachable tire that meets with universal satisfaction.

Yours very truly, E. C. MEACHAM ARMS CO.

E. W. Beach, Pres't.

No Delay! We Can Fill Orders on Demand

AMERICAN DUNLOP TIRE CO.

504=506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL. **36=38 Lombard St., TORONTO, CANADA.**

IT IS A SUCCESS

The Dunlop Tire on the Wood Rim

It gives no trouble either to the manufacturer (who pays more for it) or the rider (who can get it without extra cost).

INSTANCE No. 10.

E. C. Meacham Arms Co.

Supply it on their wheels,

AND THIS IS WHAT THEY SAY OF IT:

St. Louis, Mo., May 9, 1895.

American Dunlop Tire Co., New York.

Gentlemen: When we consider the number of Dunlop tires on wood rims we have used upon "Tribune," "Club," and "Meacham Special" wheels, and the small amount of trouble experienced, we certainly think you are entitled to our congratulations in giving the public a detachable tire that meets with universal satisfaction.

Yours very truly, E. C. Meacham Arms Co.
E. W. Beach, Pres't.

No Delay! We Can Fill Orders on Demand

AMERICAN DUNLOP TIRE CO.

504=506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL. **36=38 Lombard St., TORONTO, CANADA.**

THE BEARINGS OF THE CYCLING AUTOMOBILE AND ATHLETIC WORLD

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, JUNE 21, 1895. No. 16.

Published every Friday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"EVEN STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.

Direct all communications to The Hill Cycle Mfg. Co, 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

From Beautiful Salt Lake.

In the most beautiful region in the United States, Salt Lake City, Utah, the Fowler is handled by the Co-operative Wagon & Machine Co., without doubt one of the wealthiest corporations in the United States. When an organization can show at its head such men as Heber J. Grant, Joseph F. Smith, George Q. Cannon, George T. Odell, Charles S. Burton, and R. S. Wells, it inspires unlimited confidence and credit.

Late in 1894 the Fowler wheel was placed in the hands of this immense and enterprising corporation, and a splendid business has resulted therefrom. George T. Odell is general manager, and although the implement business is one of endless detail, he has everything at his tongue's end.



The bicycle business is only a side issue with this company and is ably handled by T. George Odell, son of the general manager. Many enterprising and profitable schemes are the result of this man's active brain, and we are proud to claim among the army of Fowler agents the firm of the Co-operative Wagon & Machine Co., Salt Lake City, Utah, the bicycle department of which is so successfully managed by Mr T. George Odell. Their territory is Utah and had they been able to get wheels, they could have sold upward of one thousand.

FIVE-MILE ROAD RECORD.

ON A FOWLER.

John Lawson, "The Terrible Swede," Does the Trick.

John Lawson, who started from the 4:50 mark in the Chicago road race, and who would have won that event with great ease but for having been overtaken with a puncture when about eight miles out, started last Friday morning for the five-mile road record, held by William Bainbridge in 11:40, and although the first mile was done in a blinding rain, and the road was slippery, yet Lawson rod his Fowler across the tape a second and a half outside of the record.

Not discouraged by this unsuccessful, though really wonderful attempt, he started again at 4:30 the same afternoon, a large and enthusiastic crowd being present to see him ride. Tandems were used as pacemakers, and Lawson showed himself worthy of the name of "the terrible Swede," as he is certainly a most magnificent rider, and one who is bound to shine as a star.

Although never having been behind tandems before he covered the distance in 11:33 2-5, breaking Bainbridge's record by :06 3-5.

As soon as the state meet is over at Galesburg he will go for the record again and attempt to put it below eleven minutes.

Lawson says he is not averse to making a match to ride Twyman or Searles, the long distance men, any distance, and if either of these gentlemen believe they are better than Mr. Lawson for one-quarter of a mile or upward they can probably be accommodated with as much of a match as they can take care of by addressing a letter to John Lawson, care of the editor of THE FOWLER TRUTH.

Lawson used Morgan & Wright tires in the attempts.

It is now time for some of the local tooters who thought Lawson could not ride to quit blowing their horns.

Echoes From the Brandywine.

Readers of THE FOWLER TRUTH have more than once been apprised of the fact that in the beautiful city by the Brandywine, Wilmington, Del., Fowler wheels have a very firm hold, and the best part of the whole business is that the Fowlers continue to give such good satisfaction that they still keep the hold.

You can put a three-minute plug in with a three-minute trotter and he will be in it for about a second, but that does not count.

The Fowler has been handled by the Pyle Cycle Co., of Wilmington, Del., for the past three seasons, and the way they sell Fowlers is a caution. The same old story is applicable to these people, and that is, they could not get enough of them.

A few days since they had some races in this city by the Brandywine, and although 19 and 20 pound Fowlers competed with 16 to 18 pound racers, the Fowlers came out victorious as the following summary will show:

E. G. Churchman, on a Fowler, won first place in ten-mile road race.

W. J. Palmer, on a Fowler, won first place in one-mile novice.

E. G. Churchman, on a Fowler, won second place in one-mile novice.

Frank Turner, on a Fowler, won first place in one-mile handicap.

R. Wier, on a Fowler, won first place in half-mile championship.

Frank Turner, on a Fowler, won third place in half-mile championship.

R. Wier, on a Fowler, won second place in two-mile handicap.

F. Turner, on a Fowler, won third place in two-mile handicap.

And it is generally thought that William H. Sheward won time prize in ten-mile road race, also on a FOWLER. This is still a matter of dispute. RIDE A FOWLER.

There is a very warm rivalry in Wilmington when it comes to racing, but they have discovered that the way to do it, is to

Ride A Fowler.

THE FOWLER

TRUSS FRAME

(PATENT APPLIED FOR)

IS THE STRONGEST, MOST RIGID, AND FASTEST MADE.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ADVERTISERS, ATTENTION!

On and after July 1 "The Bearings" will not accept or publish any cuts of a size larger than two and a half inches, unless a special arrangement is previously made by correspondence.

WASHINGTON TRADE NEWS.

WASHINGTON, D. C., June 15.—A movement is now on foot among the leading bicycle dealers in the city to get in line with the early closing rule. Several of the more active agents have been stirring themselves to get a general agreement to close at 5 o'clock every afternoon and at 1 o'clock on Saturdays, and the present prospect is that the movement will go through. It might not prove practicable for the shops that make a specialty of renting wheels to those poor unfortunates who want to ride, but do not possess their own machines. Much of their business is done after office hours and in the evenings, and they might not be willing to enter the agreement, but it is probable that the others will do so.

An office for the Gendron bicycle has recently been opened at 912 Pennsylvania Avenue. R. B. Bond, sealer of weights and measures for the District of Columbia, is the manager.

W. D. Hadger has recently opened a bicycle store at 1024 Connecticut Avenue, with a branch store at 907 9th Street, for the sale of second-hand wheels. Mr. Hadger carries the Liberty. Other stores have been opened within the past week or two by L. Tindall, 607 F Street, who carries the Warwick and Dauntless, and by J. C. Dakin, 412 5th Street, the brother of Mr. Dakin, the bicycle detective for the District. J. C. Dakin will conduct business under the name of The Central Bicycle Store, and carry largely second-hand wheels.

A STOUT FRONT FORK.

The front fork illustrated herewith is not a novelty. It has been used and found to be the strongest device ever invented for a front fork. It has its drawbacks, of course, or it would have been generally adopted before this. It is more expensive to make and heavier than the ordinary fork. In the matter of weight, however, it does not present as great a disadvantage as appears from a cursory glance at the illustration. One advantage that it has over other forks is that it lessens vibration. This appears strange but the fact that the fork is perfectly rigid compels the tire to absorb the vibration instead of transmitting it to the forks and up to the handle-bar. It is more than doubtful whether this style of fork will ever be generally adopted for single wheels, but for tandems, where great strength in the front forks is an absolute necessity, it should find ready use.



Dedicated Their New Factory.

The Marion Cycle Co. dedicated its large new factory at Marion, Ind., on Friday evening, June 14, with a reception to the citizens of Marion and their families. The factory was tastefully decorated with flags, bunting, and Chinese lanterns. The celebrated Soldiers' Home band furnished music for dancing and refreshments were served on the lower floors while the entire upper portion of the building was given to the dancers. There were about 500 people present, and much praise was given L. P. Halladay, the president of the company, for the able manner in which he entertained his townspeople. The new structure is a handsome one, and will soon be filled with new and improved machinery to be used in the construction of the company's wheel in 1896.

TRADE HAPPENINGS.

WASHINGTON, D. C.—W. D. Hadger, bicycles, opened new store at 1.024 Connecticut Avenue, and carries the Liberty. He also has a branch store at 907 Ninth Street, for the sale of second-hand wheels.

HAGERSTOWN, MD.—The Crawford Mfg. Co., manufacturer of bicycles, is making preparations for doubling the capacity of its bicycle plant.

BROCKTON, MASS.—F. W. Billings, dealer in bicycles, reported deceased.

WASHINGTON, D. C.—L. Tindall, bicycles, has commenced business at 607 F Street, and is handling the Warwick and Dauntless.

PROVIDENCE, R. I.—The Crown Mfg. Co., manufacturer of the Crown cycles, has awarded contract for the erection of a new three story factory building.

SAN DIEGO, CAL.—The San Diego Cycle Co. has been succeeded by George Chambers.

INDIANAPOLIS, IND.—F. A. DeVore & Co., bicycles, has been succeeded by DeVore & Zinn.

ELKHART, IND.—The Acme Cycle Co. has been incorporated by Delos N. Weaver, W. B. Pratt, John H. Brodrick, Peltrie Hill, Louis P. Holladay, W. L. Collins, John T. Wolfe, J. L. Brodrick, Otis D. Thompson, and Cullen W. Green, to manufacture bicycles. Capital stock, $50,000.

MINNEAPOLIS, MINN.—The Bicyclers' Security Association has been incorporated, with a capital of $50,000.

MCMINNVILLE, ORE.—A. A. Unrah, bicycles, reported as having been succeeded by F. A. Anstine.

JAMESTOWN, N. Y.—Cyclone Combination Cycle Co., New York office at 309 Broadway, composed of Russell J. Straight, of Bradford, Pa., and Daniel H. Dorsett, of Jamestown, N. Y., has dissolved copartnership, D. H. Dorsett signing on liquidation. The company has been succeeded by the Combination Cycle Co., incorporated, the officers of which are Russell J. Straight, president; L. H. Dorsett, vice president; William H. Bentley, treasurer and manager. Capital stock, $50,000.

EAST LYNNE, MO.—J. E. P. Williams, general merchandise, has added a line of bicycles and bicycle sundries.

ST. LOUIS, MO.—The Randolph Heckel Hardware Co. have decided to establish a bicycle department, and will carry a full line of special makes.

BUFFALO, N. Y.—The Queen City Bicycle Co., P. W. Pelham president, will erect a two-story brick factory building at Idlewylde, formerly known as Gatling, and owned by the Industrial Land Co. The new factory will be 110 by 48 feet, and will employ 200 men.

WASHINGTON, D. C.—J. C. Dakin, bicycles, has commenced business at 402 Fifth Street, N. W.

ELKHART, IND.—The Elkhart Cycling Co. has sold its plant to the Acme Cycle Co., newly incorporated, and the same will be greatly enlarged.

WOODSTOCK, ILL.—The Illinois Watch Case Co. has decided to commence the manufacture of bicycles, and it has given the contract for factory building to be completed by July 15. The works will employ 150 operatives.

NEW ALBANY, IND.—J. S. Evans is preparing to manufacture bicycles under the style of the Evans Mfg. Co. This factory will be in operation before next season.

LAFAYETTE, IND.—Florer & Lindsay, proprietors of the Novelty Ring Works, are perfecting arrangements for the establishment of a bicycle factory to manufacture a wheel recently patented by Mr. Lindsay and for which he claims a number of new and valuable features.

NEW YORK, N. Y.—The Starr Cycle Co., at 55 2d Street, has opened a branch salesroom and riding academy at Asbury Park.

ROCHESTER, N. Y.—The Rich & Sager Co. will soon occupy a new six-story factory building which will cost $100,000.

CHICAGO, ILL.—The Monarch Cycle Co. has awarded the contract for its contemplated factory building, corner of Halsted and Fulton streets. The building is to cost $80,000, and is to be completed by September 1; 500 hands are at present employed, and when the new plant is completed this force will be increased to 1,000.

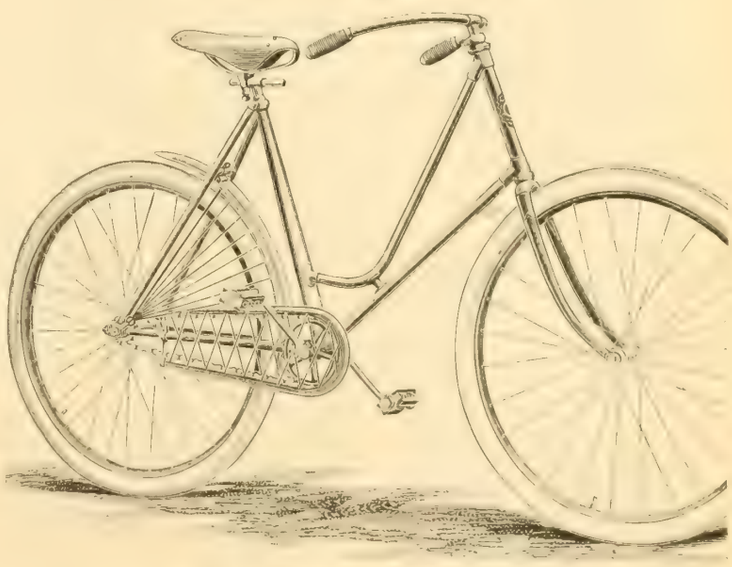
ELGIN ILL.—The Elgin Cycle Co., incorporated by T. M. Duncan, R. D. Hollenbeak, and C. H. Eno. Capital stock, $100,000.

An Ex-Senator in the Trade.

The Sterling Cycle Works have closed a contract for the state agency on the Sterling bicycle with the firm of T. C. Powers & Co., of Helena, Mont. T. C. Powers, the senior member of this firm, is the ex-senator from Montana, and is interested in a large number of business enterprises throughout this state, having branch stores in twelve different localities. They are a very pushing firm, and in their several departments or stores handle nearly everything produced in the country which is used by the people of that state. The bicycle department which they are just inaugurating will be under the management of C. W. Sparr, who has been the private secretary of Mr. Powers for some time.

A Good System.

The contestants' numbers furnished by the Keystone Cycle Supply Co., of Philadelphia, were used at the Albany, Baltimore, and Philadelphia meets last summer, as well as at Madison Square Garden, Thanksgiving week. The number, trainer's badge, and safety-pins are put up in envelopes, so that they are ready for instant delivery. The system has been indorsed by W. M. Perrett, the well-known clerk of the course, who recently wrote the Keystone company: "You have indeed an ideal method for lessening the duties of the clerk of the course in the contestants' numbers and trainers' badges supplied by you for track purposes; so much so that no race meet promoter can afford to be without them. They are by far the best and simplest of the kind ever introduced. I shall cheerfully recommend them for the future."



The Ladies' Fox, made by the Fox Machine Co., of Grand Rapids, Mich.

ENGLISH TRADE NOTES.

Great Rush for Cycles at Whitsuntide—Aristocracy Still Crazy Over Cycling.

LONDON, June 12.—As a further evidence of the correctness of my remarks last week about the boom in ladies' safeties which will be felt this year, I may point to the fact that the *Cyclist* this week contains an excellent leader upon rational dress, in which it is clearly pointed out that there is no possible likelihood of the costume ever becoming popular with the better classes in this country. The *Cyclist* was about the only wheel paper here which did not give itself away over the craze, and subsequent events have proved the correctness of Mr. Sturmey's views.

The rush for cycles just before Whitsuntide almost if not quite equaled that experienced by the trade at Easter, and the

London Depots Were Crowded with Anxious Buyers

or would-be buyers, for in many cases the supply fell very short of the demand. The fine weather we have been enjoying lately doubtless did much to augment the rush, and up to the present the trade seems to be in no way abating.

The aristocracy still continues to support the pastime, and one of the latest converts is Lord Hampton who has just purchased a safe ty. Battersea Park is stillt he great meeting place of the society cyclists, but Hyde Park is to be opened to wheelmen this month at certain hours, a step which doubtless means that ere long it will be as open to the cyclist as to the horsey people who now annex the public ground.

F. J. Glynn has left the Palmer Tire Co., and has taken charge of the management of the Marvel Cycle Syndicate, which is a new concern started to push the Shewdra spring frame. I fancy that this particnlar business will not be a great success, for spring frames have gone out of fashion since the introduction of pneumatic tires The Whippet was without doubt the best thing of this kind which has yet been brought out, but

It Could not Survive,

and therefore I am at a loss to understand how the Shewdra, which is not a patch upon its older rival can hope to do so. The Shewdra frame is simply hinged at the crank-bracket, the back forks being carried forward for about nine inches after joining into a single arm, which arm is connected at its forward end to a spiral spring hanging from the neck of the machine. The vibration of the front wheel is intercepted by a hinged form and two spiral springs, a very old device which I saw years ago, long before pneumatic tires were thought of. The Coventry Machinists' Co., also, I believe, used a similar contrivance upon its spring-framed Swift, which has now gone the way of all the spring cycles which have yet been introduced.

The public is rapidly becoming very much educated in cycle construction, as is evidenced by the specifications which are sometimes sent to manufacturers by intending purchasers. The other day I was shown a list of the requirements of a gentleman who wished to be thoroughly up to date in every particular. He wanted hubs made by one firm, crank bracket by another, What's-his-name's Thing-um-bob's cranks, etc. Now all his ideas were correct, and no doubt his machine would have been about as perfect as a cycle can ever be expected to be, but as the patents of

Many of the Things Required Have Not Run Out,

and as he only wished to pay a very ordinary price, I expect he will not get that machine for some few years to come.

I understand that an important action between H. J. Lawson and the Pneumatic Tire Co. will very likely come on shortly. If it does it will create a big sensation. From what I gather, business is meant on both sides.

The National Show is to be held from Friday, December 6, to Saturday, December 14, and, as before, it will take place at the Crystal Palace. It will thus be seen that the exhibition will extend over several days longer than it did last year, which will certainly be a further expense to the trade, and I venture to think to no good purpose. Already I hear that there is a good deal of grumbling in certain quarters over the matter. I believe that the lengthy period for which the show is to remain open is solely due to the action of the Crystal Palace Co.

Holbein has come out once more, and in company with J. W. Stocks last week put up the twelve-hour road record for tandem safeties to 220 miles. G. P. Mills and T. A. Edge have also

Beaten the Twenty-Four-Hour Tandem Record,

riding a Raleigh tandem. Holbein and Stocks were mounted on a Swift. Neither record is really representative as to what the capabilities of a well-manned tandem are, and I expect to see the present figures eclipsed by many miles ere the season closes.

The wood-rim controversy goes on merrily, and this week Mr. Bowden refutes all that C. A. Palmer said last. So it goes on, and experience alone will prove which party is correct. Personally my own experiments with wooden felloes have not been particularly satisfactory, and as I have saved nearly a pound in weight by going back to steel rims, I don't feel inclined to change again. The withdrawal of the guarantee always given with the New Rapid wheels should the purchaser insist upon wood rims, will very likely prove an eye-opener to some people. WILL O' THE WISP.



WHAT QUAKERS ARE DOING.

PHILADELPHIA, PA., June 15.—The local branch of the Union Cycle Mfg. Co., on South Penn Square, will shortly be removed to another part of the city, most likely on Chestnut Street. There is not enough room at the present location to carry on a big business with comfort, and Manager Greer has been more or less hampered by this drawback. Not only this, but the owners of the property intend rebuilding, and notices to vacate have been issued. As a result of this removal big bargains in second-hand wheels are now being offered, and the public has not been very slow in taking up good machines at reasonable figures.

"Pop" Brewster took a trip to Chicopee Falls, Mass., last week to hurry up orders for Victor wheels, and returned on Thursday in company with Davy Post. Mr. Brewster says that the Overman company is doing a great business this year, and, considering the demand for wheels, has kept up with its orders fairly well.

A New Tandem.

The Columbia combination tandem has been received by the Hart Cycle Co., and is now interesting large crowds of prospective buyers. It is an ideal wheel for a lady and gentleman, being light and strong with many new improvements.

H. Ely, now of Garden & Brewster's canvasing department, has applied for a position with the Overman Wheel Co., and will probably be accepted. He has had lots of experience in the athletic goods line, and may be given charge of this department on the road.

A popular resort for members of the local trade these hot days is the large cold storage plant of the Reading Railroad Co. on Arch Street, which is the largest of its kind this side of Chicago. Mr. McKay, the superintendent, and his assistants are all wheelmen, and take delight in showing devotees of the sport through the various cold rooms under ground.

William Trafford, of Twelfth and Oxford streets, who handles the Imperial and Scorcher line of wheels, is fast branching out as a manufacturer of bicycles on his own account. Last year he commenced building the Trafford wheel, and was so encouraged by the success he met with that he continued this year, and has sold a large number of wheels.

His Plant is a Complete One

and has to be run at full force in order to keep up with orders. Mr. Trafford has just received an order for forty wheels for the employes of J. B. Lippincott & Co., the big publishers, of this city.

Morgan & Wright tires are giving universal satisfaction here this year, and cyclers who use them declare that they stand the hardest kind of riding in a very creditable manner. Doctor Keim, who made the largest mileage for 1894, rode Morgan & Wright tires—one pair of them—all the year. His high praise of them has led other cyclers to follow, and it is needless to say that they now want no other make. Most of the tandems now in the city are equipped with Morgan & Wright 1⅝-inch tires, and notwithstanding the terrible strain to which a tandem tire is subjected to are working nobly.

After the Race-Meet Promoters.

"Gideon's band" will play a merry tune when once they reach Philadelphia about the 22d of this month. Race meet promoters have been giving prizes that are far from value as advertised, and these the men are treasuring up for the time when they can see the chairman and submit their proofs. This will be at the time of the national circuit meeting in the City of Brotherly Love, and the scene will not be one of brotherly love for the race-meet promoters. "Bob" Terrill received what was said to be a $150 diamond at the Rochester meet, and what is in reality a stone that is worth at the most one-half that price. One of the Johnsons received a prize at the Syracuse meet, but made such a kick that it was changed to the full value. It was given as a stone of a value of $50, but was in reality not worth half that amount. The men are having the stones valued nowadays, and if the rules of the L. A. W. are lived up to there will be a number of race meetings that will either make good the prizes advertised or go without the circuit meeting another year.

The G. O. O.'s Sad Fate.

There is a certain big cycle factory where the backbones, forks, and wheels of 500 ordinaries are stowed away, not being worth the trouble of removal. In 1892 the machines were offered to the workmen of the place at four shillings apiece, and refused with scorn. The makers, not wishing to put them on the market, took them to pieces and cast them into the lumber-room; and there they lie.—*Irish Cyclist.*

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

83

WORLD'S RECORDS

—ON—

MORGAN & WRIGHT TIRES

John S. Johnson, on a Stearns.

1—	1-4 mile, flying start	:23
2—	1-3 " " "	:32 2-5
3—	1-2 " " "	:51 2-5
4—	3-4 " " "	1:21
5—1	1-4 " " "	2:25 2-5
6—1	1-3 " " "	2:34 4-5
7—1	1-2 " " "	2:53 4-5
8—1	2-3 " " "	3:13 2-5
9—1	3-4 " " "	3:23 2-5
10—	1-3 " standing "	:39
11—	1-2 " " "	:55 1-5
12—	2-3 " " "	1:16 1-5
13—	3-4 " " "	1:25 1-5
14—1	" " "	1:52 1-5
15—2	" " "	4:01
16—2	1-2 " " "	5:09 1-2
17—3	" " "	6:09
18—3	1-2 " " "	7:11 2-5
19—4	" " "	8:15 2-5
20—4	1-2 " " "	9:19 2-5
21—5	" " "	10:22 3-5
22—	1-4 " flying start straightaway	:21 2-5
23—	1-2 mile flying start straightaway	:46 4-5
24—	3-4 mile flying start straightaway	1:11 4-5
25—	1-4 mile flying start str'ightw'y unpcd.	:27 4-5
26—	1-2 mile flying start str'ightw'y unpcd.	:55 3-5
27—	3-4 mile flying start str'ightw'y unpcd.	1:26 2-5

H. C. Tyler, on a Union.

28—1	1-4 mile, standing start	2:30 1-5
29—1	1-3 " " "	2:40 3-5
30—1	1-2 " " "	3:00 2-5
31—1	2-3 " " "	3:22 1-5
32—1	3-4 " " "	3:32 2-5
33—	1-2 " flying st., unp.	:54 1-5
34—	3-4 " " " "	1:32 2-5
35—1	" four lap track	2:03 1-5
36—	3-4 " in competition	1:33 3-5

M. Dirnberger, on a Syracuse.

37—	2-3 mile, flying st.	1:09 4-5
38—1	" " "	1:45
39—2	" " "	3:51 4-5
40—	1-3 " " " unp.	:36 2-5

C. S. Erswell, on a Stearns.

41—1	mile standing start straight'w'y unp.	2:04 2-5

H. Davidson, on a Brantford.

42—	1-4 mile, flying st., "A"	:24 4-5
43—	1-2 " " " "A"	:52 4-5
44—	1-4 " st'nding st., "A"	:30
45—	1-3 " " " "A"	:40
46—	1-2 " " " "A"	:58
47—	1-4 " flying start, unpaced "A"	:28 1-5

Paul Von Boeckman, on a Dorsett.

48—	1-3 mile straightaway, unpaced	:36 2-5

Nat Butler, on a Lovell Diamond.

49—1	1-4 mile, flying st., "A"	2:36
50—1	1-3 " " " "A"	2:45 2-5
51—1	1-2 " " " "A"	3:05 2-5
52—1	2-3 " " " "A"	3:26 2-5
53—1	3-4 " " " "A"	3:36 4-5
54—2	" " " "A"	4:07 2-5

E. E. Anderson, on a Stearns.

55—	1-4 mile, flying start "A," unpaced	:26 4-5

F. G. Barnett, on a Monarch.

56—1	mile, flying start, unpaced, "B"	2:07 1-5

W. De Cardy, on a Syracuse.

57—	1-3 mile, flying start, unpaced "A"	:38 3-5
58—	1-2 mile, flying start, unpaced "A"	1:00 2-5
59—1	mile, flying start, unpaced "A"	2:12 1-5
60—1	mile in competition "A"	2:05 4-5

A. W. Luce, on a Dorsett.

61—1	mile, flying st., unpaced str'ightw'y	1:50

Gardiner & Bainbridge, on a Union Tandem.

62—	3-4 mile, flying start	1:23 1-5

O'Connor & Rhodes, on a Stearns Tandem.

63—	1-2 mile, flying st., unp.	:55 1-5

Callahan, Murphy, & Kennedy, on a Stearns Triplet.

64—	1-4 mile, flying start	:23

Kennedy, Murphy, & Saunders, on a Stearns Triplet.

65—	1-4 mile, standing st.	:30 1-5
66—	1-3 " " "	:40
67—	1-2 " " "	1:00
68—	2-3 " " "	1:20 1-5
69—	3-4 " " "	1:31
70—1	" " "	2:01 4-5

O'Connor, Seavey, Callahan, & Rhodes, on a Stearns Quadruplet.

71—	1-4 mile, flying start	:23

O'Connor, Hamilton, Terrill, & Coburn, on a Syracuse Quadruplet.

72—	1-3 mile, flying start	:34 3-5

Kennedy, O'Connor, Seavey, & Rhodes, on a Stearns Quadruplet.

73—	1-4 mile, stndg. st., unp.	:26 1-5
74—	1-3 " " " "	:35
75—	1-2 " " " "	:55 2-5
76—	2-3 " " " "	1:05
77—	3-4 " " " "	1:24 3-5
78—1	" " " "	1:54

W. De Cardy, on a Syracuse.

79—10	miles, stndg. st., road	24:02
80—15	" " " "	37:38
81—20	" " " "	50:38
82—25	" " " "	1:03:52 1-2

Nat Butler, on a Lovell Diamond.

83—	15 miles, competition	41:25 1-2

MORGAN & WRIGHT, CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

THE CHICAGO CYCLE SHOW.

The Chicago cycle show, to be held January 4 to 11 inclusive, 1896, will undoubtedly be, unless plans now under consideration fail to mature, the grandest event of that nature ever promoted. As is already known, the new Coliseum Building, now in course of erection at 63d Street, will be used for this exhibition.

The size of the structure will enable the management to arrange about 300 12x12 spaces in such a manner as to allow each and every space to stand apart from one another, with a broad aisle running clear around it. The enormous size of the place can only be realized when it is known that the ground floor space measures 300x770 feet, or 231,000 square feet; that this space is clear of pillars except the gallery supports, which extend entirely around the building, and are placed thirty-eight feet from the walls. This gives a clear space of over 150,000 square feet, and will allow the construction of seats back of the pillars, under the gallery, to accommodate 16,000 people; or this space, 38x2140 feet, can be used for an exhibition track if desired, as can the gallery containing the same amount of space.

It is proposed by the management

To Accommodate not Less than 250 Exhibitors,

while 350 can be taken care of if necessary. This latter figure seems to be nearer the requirements than the former, as applications for over 200 spaces are already in hand. Transportation facilities between the exhibition building and downtown are the best in the world, in fact they are the same as were in use during the World's Fair. The elevated road, from the heart of the city, will land passengers in a special station in front of the building, with a covered stairway leading into the interior. All South Side cable and electric roads have direct connection, and land passengers at the 63d Street entrance, while the Illinois Central express and local suburban service, with ten minute trains,

Will take Passengers from Van Buren Street,

and via express service land them in the building in ten minutes, the local service being only a little slower. With this service the attendance Chicago Day at the Fair—something over three-quarter of a million people —was handled without an accident. The transportation facilities are the best in the world.

Numerous first-class hotels are near at hand, making it unnecessary to patronize the large downtown hotels unless the visitor prefers to do so. Illustrations, plats, etc., will be printed as soon as all details can be arranged. In the mean time intending exhibitors who have not already applied for space should remember the old proverb, "The early bird catches the worm."

A magnificent four-lap board track will be built and in all probability a four-day meet will be held in October. The best racing talent procurable will be secured, and the meet will be one of the finest ever given in this country.

NEW WISCONSIN FACTORY.

MILWAUKEE, WIS., June 19.—Another large bicycle factory will soon be established in this city. The large factory formerly occupied by the Moore Mfg. Co. has been leased for a term of years by a Columbus, Ohio, cycle manufacturer who will take possession of the plant at once. The lessee is A. D. Meisebach, who will bring a number of expert mechanics with him. In his enterprise he is financially supported by such extensive and responsible firms as Lindsay Bros., and the new concern will be complete in every respect. When seen today Mr. Lindsay stated that he believed that the deal had been closed and that the factory would soon be in operation. Thirty wheels are to be turned out daily as a beginning.

PALMER VICTORIES.

There were but four pairs of Palmer tires in the Chicago road race run over last Saturday, but the riders of three pairs managed to make a showing. Fred Nessel, on a Halladay-Temple Scorcher, fitted with Palmer tires, won time prize in 49:40. Al Flath, on Palmer tires, won second place, while A. C. Van Nest, on a Palmer-tired Eagle, won third time and fifth place. In the Elgin-Aurora road race C. V. Dasey won first time and P. B. Wilson the race. Both rode Palmers. F. M. Dampman, on Palmer road tires, won the New York *Times* 150-mile road race, beating the second man in nearly four hours.

The Syracuse Team.

Anton Johnson, brother of John S. Johnson, is now the assistant trainer of the Syracuse racing team. Anton took care of Johnny for a long time, and the crimson rimmers are now eight strong on the circuit, six racing men and two trainers. The team is composed of Dirnberger, Terrill, Coburn, Pat O'Connor, and Mayo and Saunders, the crack tandem team. Willie De Cardy, of Chicago, will shortly join the team, which will, when completed, be one of the strongest on the circuit, and one of the strongest ever put out as a matter of fact. Terrill is coming strong now-a-days, and with his size, weight, and speed, shown at the races in New York state, will be one of the leaders before the close of the season.

Harvey Du Cros and Kirk Brown, of the American Dunlop Tire Co., sailed for England on a business trip last Wednesday.

FAST RACING AT WALTHAM.

WALTHAM, MASS., June 17.—More than 8,000 people saw the national circuit races here this afternoon, run by the Boston Press Cycling Club. The greatest collection of fast men was gotten together ever seen in the country, not even excepting Springfield. Every man of any prominence on the American path was present, except Charlie Murphy.

Johnnie Johnson raced against a quad team and was beaten by them, but did a mile in 1:55⅗.

In the mile invitation, Class B, Mayo and Saunders, who were put in to pace and if possible smash the competition record, pushed the chain off their tandem at the pistol and the mile was done in a trifle over 2:16.

The day was perfect. Tom Butler created a new scratch Class A competitive record for the mile, going in 2:10⅛.

The Races.

The first event of the afternoon was the first heat of the one-third mile, Class B. Sixteen started, with the Waltham favorite, Porter, on the pole. Other men in the line were Macdonald, Maddox, Louis Callahan, Pettigrew, and Tyler. On the back Maddox jumped, with the evident intention of making a full away. But he was a bit too previous. Tyler was out after him, and coming along the back, followed him very closely. Macdonald was third at the turn where Tyler sprinted past Maddox, bringing up Macdonald. Maddox was shut out, as there were but two to qualify.

The second heat had five men, with Ziegler on the pole. It was a loaf into the back, riding company front. The heat was a hot scrap between Ziegler and Jenny. Ziegler set the pace on the pole till the turn was reached. Here Connelly tried to jump round the bunch and thus set Ziegler and Jenny going. Ziegler led him into the stretch, but here Jenny went by him and finished first.

Only four men appeared for the third heat. Dirnberger was on the pole with Coulter, Butler, and another.

It was a Very Hot Heat,

with Dirnberger setting the pace. Butler next and Coulter next. On the back Coulter started them going and pushed Dirnberger out. On the very turn Butler cut away on the outside. To the tape Coulter gained steadily, and if there had been another ten yards to go would have taken first instead of second.

The fourth heat was a very pretty finish for Cabanne, who came out of the bunch and took first from A. I. Brown. Brown won the final from Cabanne and Tyler.

The first heat of the mile invitation B had five good men, Wettergreen, Allen, Sanger, Sims, and Coulter, who rode round in the order named for two laps. At the last turn Coulter rode from the rear and jumped the bunch, Wettergreen dropping out Sanger was after him. Allen and Sims took the outside, and Allen drew to the pole as they came down the stretch, and Coulter dropped out, the going being too fast for him. Sims rode the race to the tape as the third in the fastest heat. Sanger had drawn away out, and got first.

The second heat had Porter on the pole. Terrill set most of the pace, Porter going up at the bell. Bald saw him and was after the Waltham boy. Cabanne was out too. Porter was left at the turn, and the finish was a fight to the tape between Bald and Cabanne. Bald outrode him.

The third heat was a good loaf also. Such good men as Butler, Dirnberger, and Ziegler rode in it. The finish was a hot one, and spread all across the track, with Ziegler and Butler almost in a line with the press box. Dirnberger was first. Sims was third in the fastest heat, the first.

The Final was a Pretty Race,

although marred by an unavoidable and disappointing accident. Sanger was on the pole and Bald was next him. Dirnberger, Cabanne, Allen, Johnson, and Sims were also in the race. Mayo and Saunders, who were put in to set the pace, started with the pistol, and it was apparent almost at once that something was wrong with the tandem.

At the turn the chain on the tandem snapped and flew, and the pacers were out of it. The men shoved Sims up for pace, and he worked well. They went down the back as follows: Sims, Bald, Sawyer, Cabanne, Allen, Dirnberger, and Johnson. On the second back Dirnberger started up, with Allen after him. For another lap the men rode this way, and then Johnson began to go up.

Then Sanger started to sprint from the turn, and into the stretch had headed Bald, who saw him go, and started out to stay with him. The scrap to the tape was one of the hottest ever seen at Waltham. Bald simply rode away from Sanger, and Cabanne jumped in between them. Bald justified his nickname of "cannon ball," finishing like a projectile shot from a gun. Sanger was third.

The tandem handicap brought out three teams, Callahan and Thatcher on 130 yards, McDuffie and Butler at 15 yards, and Mayo and Saunders on scratch. Here, again, an unfortunate accident to the McDuffie-Butler tandem put these men out of it. Both teams rode good races. Till the last lap Mayo and Saunders were steadily gaining, but at that point slipped their pedals and were out of it.

For the first heat of the Class B handicap mile

The Limit Men Started on Scratch,

and the scratch men 100 yards back. Sanger was scratch, and he had caught the field before they had gone a third. Then it was a bad loaf.

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THAT THE GREAT

CHICAGO ROAD RACE

WITH OVER 500 ENTRIES

WAS WON BY HOMER FAIRMON

ON A 19-LB.

EAGLE ROAD RACER

FITTED WITH ALUMINUM RIMS?

WOODROUGH & HANCHETT CO., CHICAGO, ILL.
DISTRIBUTING AGENTS.

THE EAGLE BICYCLE MFG. CO., MAKERS, TORRINGTON, CONN.

Into the stretch the field made a break for home. It was a grand finish, with four men, Brown, Titus, Maddox, and McDuffie, stretched out across the track. Sanger was fifth. Sanger did a flying mile in 2:19.

The second heat was a good one, with Coulter scratch. He, too, caught his pack and was shut out of getting through. Porter jumped on the back but could not hold the pace. He, however, qualified third. Kiser was first and Jenny second.

Nat Butler was on scratch in the third heat, getting his field and slowing them up at the turn. He was well up into the bunch on the back, and at the turn came round and romped home an easy winner.

Summaries.

One-mile, 2:40 class, Class A.—Tom Butler, first; Eben Snow, second; A. S. French, third. Time, 2:16⅖.

One-mile handicap, Class A.—Tom Butler, scratch, first; Eben Snow, second; W. S. Reynolds, third. Time, 2:10⅕.

Third-mile open, Class B.—A. I. Brown, first; L. D. Cabanne, second; H. C. Tyler, third. Time, :48.

One-mile invitation, Class B.—E. C. Bald, first; L. D. Cabanne, second; W. G. Sanger, third. Time, 2:16⅕.

Third-mile open, Class A.—W. S. Reynolds, first; W. E. Shaw, second; J. Clark and H. A. Adams tie for third. Time, :45⅘.

One-mile tandem handicap, Class B.—Callahan and Thatcher, 60 yards, first; Mayo and Saunders, scratch, second. Time, 2:06⅘.

One-mile handicap, Class B.—L. C. Johnson, 50 yards, first; A. W. Porter, 40 yards, second; John Coburn, 95 yards, third. Time, 2:28⅖.

JOHNSON RACES AS A PRO.

LEWISBURG, PA., June 14.—The professional race meet held here today was successful in every way, the feature of the entire programme being the fine showing made by John S. Johnson. In the mile event Johnson particularly distinguished himself by creating a new world's record for professionals by going the mile in 2:15⅖. This is now the competition record.

Johnson also captured first prize in every event in which he was entered.

Summaries.

Half-mile dash, flying start.—J. S. Johnson, first; Jay Eaton, second; H. E. Bartholomew, third; J. F. Starbuck, fourth. Time, :30⅖.

One-mile handicap.—J. S. Johnson, scratch, first; J. F. Starbuck, scratch, second; Jay Eaton, 80 yards, third; Dawson Fanwalt, 140 yards, fourth; H. N. Swank, 100 yards, fifth. Time, 2:15⅖.

Half-mile handicap.—H. E. Bartholomew, scratch, first; J. F. Starbuck, scratch, second; Dawson Fanwalt, 30 yards, third; J. Eaton, 10 yards, fourth. Time, 1:08.

One-mile scratch.—J. S. Johnson, first; J. F. Starbuck, second; H. E. Bartholomew, third; Jay Eaton, fourth. Time, 2:29

Two-mile handicap.—H. E. Bartholomew, 100 yards, first; J. F. Starbuck, 100 yards, second; Jay Eaton, 150 yards, third; Dawson Fanwalt, 200 yards, fourth. Time, 5:10.

Five-mile handicap.—J. F. Starbuck, 140 yards, first; Jay Eaton, 150 yards, second; H. N. Swank, 275 yards, third; S. T. Cassidy, 460 yards, fourth. Time, 13:26½.

ZIM DOES AN EXHIBITION MILE.

MOUNT HOLLY, N. J., June 16.—Over 3,000 persons assembled at the fair grounds today to witness the appearance of Arthur A. Zimmerman at the annual race meet of the Mount Holly Athletic Association. All came with the expectation of seeing the Jersey "Skeeter" do some fast riding, and they were not disappointed. Zimmerman was paced by a tandem, and went the mile in 2:07⅘. He was in fine form and never looked better in his life.

A feature of the other races was the fast riding of Carroll B. Jack, who captured a majority of the prizes. The track was fast, but there was an unusual amount of loafing. The half-mile open was one of the most exciting on the programme, Harrison winning from a good field of starters.

Summaries.

One-mile open.—Jack Harrison, first; Charles H. Henzel, second. Time, 2:46⅘.

Half-mile open.—Jack Harrison first; Charles Church, second; C. W. Krick, third. Time, 1:13⅗.

Two-mile handicap.—Carroll B. Jack, first; Charles H. Henzel, second; C. W. Pearson, third. Time, 4:36.

Y. M. C. A. RACE MEET.

PHILADELPHIA, PA., June 16.—The Young Men's Christian Association of this city held its first annual race meet yesterday at the new track in this city. A big crowd was present, and the sport was all that could be desired. Frank B. Marriott won the mile handicap after a fast sprint. He did most of the pacing, and allowed Butscher to get a lead, but in the last lap Marriott let out and beat him to the tape. The final in the two-fifths mile between Crouse and Butscher was close until the latter fell. This left the race practically in the hands of R. Parker Rich, who had ridden at a fast pace throughout.

In the final of the two-mile handicap David Parkhill fell and broke his collarbone. He was riding in fine form at the time, and looked like a winner. The bad corners of the track caused the accident.

Sterling Cycle Works' New Offices.

The removal of the factory of the Sterling Cycle Works from Chicago does not mean that the firm's offices will not be in the city. In fact the officers of the company have already negotiated a lease for the spacious rooms on the second floor of the building at 276 and 278 Wabash Avenue, at the corner of Van Buren Street, right in the center of Cycle Row.

The Dodson Mfg. Co., of Chicago, has just received a consignment of 5,000 feet of tubing from Weyersberg, Kerchbaum & Co., of Solingen, Germany.

DO YOU WANT WHEELS?

If you do, write us. We have greatly increased our production, and can fill orders promptly for the **easiest running bicycle** on the market.
Ask Peerless riders!

The Peerless—	**Model G, Light Roadster,**	**21 lbs.**
"	"	**BB, Track Racer,**	**17** "
"	"	**K, Ladies',**	**24** "
The Triangle—	"	**H, Roadster,**	**24** "

NOTE—All Peerless Bicycles Have Blue Rims.

The Peerless Manufacturing Co.

CLEVELAND, OHIO.

BISONS WERE NOT IN IT.

TORONTO, ONT., June 17.—About 2,000 people attended the second series of evening races held under the auspices of the Toronto Ferry Co.'s Bicycle Race Association on the new track at Hanlan's Point, on Saturday evening. The association is now giving weekly race meets, which are well attended, and for the second tournament provided an excellent programme. A special boat conveyed the racing men from the queen's wharf to the island on the arrival of the train from the Hamilton race meet. C. H. Callahan, W. A. Lutz, and Penseyers, of Buffalo, were present, but they did not get first place in any of the races. During the evening an exhibition was given on the Antelope triplet, the first of the kind seen here.

The Quarter Mile, Class B, Was a Hot Contest.

In the first heat McLeod, Callahan, and Gibbons crossed the tape in the order named, while the second heat was won by Harley Davidson, with McIntosh and Robertson close behind. In the final Davidson and McIntosh got away from the bunch at the turn, and there was a beautiful struggle between Davidson, McLeod, Callahan, and McIntosh. It looked as if it would be a dead heat between McIntosh and Davidson, but Davidson had not shot his bolt and won by a few inches.

Summaries.

One-mile novice, Class A.—H. Thompson, first; R. Gordan, second; L. Bounsall, third. Time, 2:26.

One-mile novice, Class B.—H. Love, first; H. Perkins, second; N. Cassidy, third. Time, 2:28.

Half-mile handicap, Class A.—John Mills, 40 yards, first; F. R. Crowley, 40 yards, second; R. Gardiner, 55 yards, third. Time, 1:08.

Quarter-mile, flying start.—H. Davidson, first; W. M. McIntosh, second; A. McLeod, third. Time, :30⅘.

One-mile handicap, Class A.—John Wills, 65 yards, first; F. R. Crowley, 65 yards, second. Time, 2:21.

Two-mile tandem race.—Davidson and Robertson, first; Hulse and Cummings, second. Time, 5:06.

Marshall Wells, the Canadian champion at all distances except the quarter mile, has joined the Brantford team. Wells, Harley Davidson, Angus McLeod, and S. H. Gibbons compose probably the strongest racing combination in the employ of any Canadian concern this season. Wells is at present training on the Woodstock track and may be expected to give a good account of himself at the Canadian championship races to be held at Waterloo on the 1st and 2d of July.

Colin Harbottle, of the Yost team and the Canadian champion at the quarter mile, has resigned and it is said he will not, after the C. W. A. meet, engage in racing. There was some doubt as to his being eligible owing to his absence from the country, but he has satisfied the Racing Board and he will be a competitor at the races to be held at the meet of the C. W. A.

MINISTERS ACT SENSIBLY.

SPRINGFIELD, MASS., June 16.—Rev. E. S. Ufford, a would-be sensational preacher, located at the important way station Willimansett, somewhere in the woods between here and Holyoke, undertook to get a resolution through a convention of his brethren against Sunday wheeling. Rev. G. W. Quick promptly moved to table the resolution, and it was as promptly done. This action of Mr. Ufford is the more remarkable when it is considered that he invited the wheelmen to his church last summer, decorated his pulpit with wheels and wheeling insignia, and otherwise offered special sensational inducements to riders. Perhaps his pseudo-popularity is waning and he desires to curse where once he commended.

The Woman's Cycle Club held a lawn party recently at the home of the captain, Miss Alice Cooley. Some seventy-five or more members of their club and their friends were present, and partook of ice-cream, strawberries, and cake.

West Springfield is Afflicted with Fast Riding,

and the authorities are taking steps to stop it. There are several steep hills ending within the limits of the town, and they are too great a temptation to coasters.

It is time for the Springfield Club to make up its prize list, but the controversy over professionalism is at such a point that the directors are at loss how to act. If any club can secure a sanction for professional races Springfield can, and if any club offers cash prizes Springfield will do so. If, however, the fast men stay in Class B, Springfield will offer diamond prizes as usual.

The track begins to wear its old-time look. In addition to the Spalding team, the Sterling team has arrived, including A. W. Warren, A. I. Brown, H. H. Maddox, and their trainer, W. J. Hyland. Monte Scott, Charles Earle, and A. H. Barnett are here. Murphy is here and Cabanne is showing up in good form.

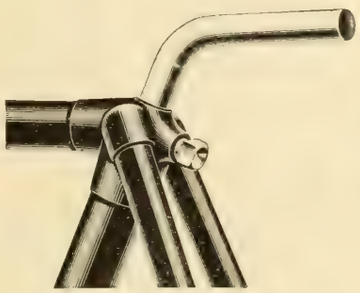
The Palmer Road Race

this year was over a 10½-mile course to Monson and return. Wallace Knowlton was winner. Time, 29:26. He had a 3:30 handicap.

Representatives of the Lozier Mfg. Co., of Toledo, O., which builds the Cleveland bicycle, have been in Thompsonville, Conn., guests of the board of trade, holding a conference with leading business men with a view to establishing a factory there. The party consisted of H. A. Lozier, president; C. J. Moore, treasurer and general manager, and G. A. Burnwell, superintendent.

The Butte (Mont.) Wheelmen's Association is building a track and will give a big meet July 4.

TRIBUNE BICYCLES



A POINT OF MERIT.

DID it ever occur to you to particularly examine the different methods used by various bicycle makers in securing the frame tubes together at the seat post. This is a point in a bicycle worthy of some little consideration, and on it depends much of the stiffness of the frame. In buying a wheel, look and see if this part of the frame is well made. In some frames the rear tubes are secured at this point by flattening and punching a hole in the tube ends and securing them to the forging with a belt. This is cheap and easy to make, and it holds the frame together, but it is hardly the construction to be looked for in a high-grade bicycle.

Notice how the Tribune is built. This is one of the reasons why they sell so fast. The Cycloidal sprocket is another reason.

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ALEX H. REVELL & CO., Chicago Agents.

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To any one who buys a

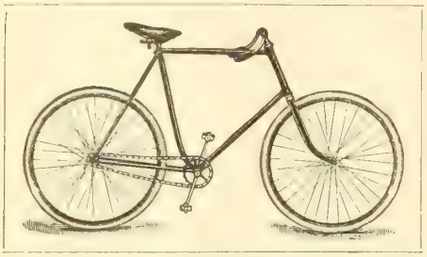
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What I buy, what I sell, or what I trade for." We don't want this style of bicycle agent or purchaser. We want a man that takes pride in the QUALITY of the bicycle he sells. This is equal to saying that we want good Keating agents.

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To relieve the distressing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.

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NEW YORK.

The Clifton House

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The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

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A couple minutes walk to Cycle Row.

It's a good thing and you can push it along.

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ELMORE BICYCLES.

Get quotations. 21 PARK ROW, NEW YORK.

HERE AND THERE.

The Chicago branch of the C. O. P. will attend the races at Paw Paw, Ill., June 25, to race for $350 worth of prizes.

Five bicycles are among the prizes offered at the meet of the Wapello Cycling Club at Ottumwa, Ia., July 4. Dan Canary will give a trick riding exhibition at this meet.

Justice Vann, of Syracuse, has decided to vacate the injunction secured by E. C. Stearns & Co., restraining John S. Johnson from leaving this country and going to France. Johnny had to pay the costs, which only amounted to $10.

The question of a season of long-distance racing is being discussed now by the Fountain Ferry Track Association and it may be that announcement of long races at all distances will be made within a few days to be held about a month apart.

O. S. Potter & Co., of San Francisco, the Pacific coast agents for the Marion Cycle Co., of Marion, Ind., have opened a branch store at 1,149 Market Street, San Francisco, with W. L. Geldert in charge. The main office and shipping department are still at 48 Fremont Street.

In the high school field day races at Detroit, June 14, every event was won on a Monarch. The one-quarter mile was won by G. H. Duffield on a Monarch racer, and the one and five-mile handicap by Baldwin from scratch on a 22-pound Monarch road wheel in 2:38 and 14:27 respectively.

Henry Sturmey, honorary secretary of the International Cyclists' Association, announces that A. L. Banker has been named by the L. A. W. to represent America in the world's championships at Cologne in August. Italy and Norway have joined the association while France and Switzerland are considering the question.

The America Cycling Club, Chicago's latest, is composed chiefly of employes of the large wholesale houses. It has established a clubhouse in the central part of the business district, where members can leave their wheels during business hours. C. B. Hayes is president, T. R. Follett secretary-treasurer, and B. C. Hill captain.

E. C. Stearns & Co. have every reason to feel very proud of the record of their machines in the recent races at Syracuse. The first day riders of the Stearns won sixteen places, including five firsts, six seconds, and five thirds, while in the only Class A event of the second day, riders of the Stearns were first and second in the first, second, and final heats.

Charles G. Kilpatrick and wife reached Chicago June 13 after a long and weary ride from New York. Both of them were tanned, and were in perfect health. They were on the road about two weeks, their actual riding time being eleven days. "Kil" and his wife made several stops en route to give trick riding exhibitions. They are now in Danville, Ill., where Kilpatrick will give a big meet on July 4.

The Jenkins Cycle Co., of Chicago, has just issued its '95 catalogue. Five models of the Napoleon, including a tandem, are shown in a handsome little book. The claims made for the Napoleon are: The narrowest tread on road wheels, the widest ball races, the V cone three-point bearing, the cones separate from the axle, the large balls and tool steel bearings, and the chain line or sprocket directly over the ball races.

A horseman in the state of New York is planning to put up bicycle races for cash and give the men who will race for cash a guarantee of all expenses. He will then sell pools on the races and a man who knows anything about the sport of cycle racing will soon condemn this new phase of the professional issue. Prizes will be offered in this new professional league of from $100 to $500 per race and with the expenses all paid the men who enter into the scheme at first will have a bed of clover.

EPWORTH LEAGUE SPECIAL.

The Chicago districts have arranged with the Monon Route for a special vestibuled train of handsome Pullman sleepers and day coaches to run through solid to Chattanooga, leaving Chicago at 7:30 p. m., June 26. The route is via Cincinnati, through the famous Blue Grass Regions of Kentucky, and over the picturesque and historic Cumberland Mountains, The idea is to make this train an "Epworth League Convention on Wheels." A cordial invitation is extended to all Epworth Leaguers to join us. By the acquaintance thus gained, our stay in Chattanooga will be made much more pleasant. The rate will be $17.30 for the round trip; tickets good for thirty days.

For full information address—C. T. Northrop, Pres., Chicago District, 14-16 Pacific Ave , Chicago.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties. or up New York state to Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

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THE BEARINGS



THE CYCLING AUTHORITY OF AMERICA

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CHICAGO, JUNE 27, 1895.

PROFESSIONALISM IS LAUNCHED.

Sanger is Suspended and will Turn Pro—Tyler Makes the Change of His own Accord—Sims is also Suspended, and Titus, Murphy, and Ziegler are Ready to Turn Pros.

WILKESBARRE, PA., June 25.—Walter C. Sanger this morning received an official notification from Chairman Gideon of the Racing Board that he and Sims were under suspension for thirty days, pending the investigation of their amateur standing. Sanger was accused of selling prizes, and of receiving money or checks from race promoters in lieu of the prizes that he was supposed to race for. Sanger immediately telegraphed to Gideon that he would stand no suspension, but

Would Turn Professional at Once.

Sims took it differently and declared that he was innocent of the charges, and at once proceeded to prepare affidavits to that effect with the intention of going with them at once to Gideon in Philadelphia.

Sanger appeared to feel happy that the question had been settled as far as he was concerned. Manager Shafer, of the Spalding team, expressed regret that Sanger had been barred from the fold. He said, "I am sorry that this has happened. It

"Kills the Match Race with Murphy,

which was to have occurred next Saturday, and this was the second match that we had made this season. The first was with Johnson, and it fell through because Johnson was declared a pro, and now the match with Murphy can not be run because Sanger himself is out in the cold. We will endeavor, however, to get on the original match with Johnson. I advised Sanger to fight his case with Gideon, but he refused to do so. I hear that

"Tyler has Turned Professional

on his own account, and we shall be after him and Zimmerman as well as Johnson, for we are determined to see who is the best man in the world. The matches will not be made through the newspapers but will be run with little talk and decisive results."

Now that Sanger can not race with Murphy on next Saturday, E. C. Bald has telegraphed the Kings County Wheelmen, under whose auspices the race was to occur, asking that he be allowed to take Sanger's place and compete for the $500 trophy. Bald also says that the members of the

Columbia Team Want to Turn Pros,

and have written asking permission to join the professional ranks.

Word has been received that Tyler has already made the change voluntarily.

Already arrangements have been made whereby cash prizes will be offered for races on all the dates now covered by the national circuit. Tandem, triplet, and quadruplet teams have been arranged for, and it is intended that the professional races shall be faster than the amateur events have ever been, so that all world's records will be professional records. Titus expresses himself as uncertain about joining the professional ranks just yet, but he has already arranged for

A Race with the Professional Linton,

the hour champion of England, to take place in this country this fall, and he will become a pro then if not before. Ziegler expressed himself as ready to turn, if the others did, and it is known that Murphy is also ready to take the step. Wheeler and Banker have already been telegraphed and asked to join the circuit in the chase for cash prizes.

NEW YORK, June 25.—The Union Cycle Mfg. Co. has officially announced Tyler's entrance into the professional ranks immediately. Gideon has suspended Sanger and Sims for thirty days. It is announced that Tyler, Sanger, Sims, Ziegler, and Johnson will ride professionally July 4 at Grand Rapids.

FROM PHILADELPHIA.

PHILADELPHIA, PA., June 24.—Another bomb was exploded in the ranks of the amateur racing men today when Chairman George D. Gideon, of the Racing Board, made the announcement that W. F. Sims, of Washington, and Walter Sanger, of Milwaukee, were suspended pending an investigation on their amateur status. For some time past those in close touch with racing affairs have hinted that Mr. Gideon had his ax out for some of the best Class B men and now it seems that their prognostications have come true. Mr. Gideon has had these men under suspicion for some time past and has been quietly working on their cases. He was probably waiting until they came to this city to let the news out, so as to better impress on the minds of the other crackajacks that

Disobeying the L. A. W. Rules Does not Pay

in the long run. The non-appearance of these two riders at Tioga on Saturday may have had something to do with the case too.

The first real intimation of any serious trouble got the rounds of the Bingham House—where the wheelmen stop in this city—and all day Sunday there was consternation among the racing men. Sanger and Sims received the official document this morning. THE BEARINGS' representative was one of the first to hear the news; in fact heard rumors of it last night and this morning started in quest of the unsympathetic "Gid."

"Yes, it is true that Sims and Sanger have been suspended," he said, in answer to the query of THE BEARINGS' man. "I have had both

"Sims and Sanger Under my Eye for Some Time,

but until Saturday I didn't have enough evidence against them to warrant the action I have taken in the matter. The following letter which I have sent to Sanger explains itself:

"'W. C. SANGER.

"'*Dear Sir:* You are hereby suspended pending an investigation into your amateur status on the charge of having received cash instead of a prize from the Press Club, of Boston, Mass.; for having sold a diamond to Eddie Bald, and others to Ed Spooner. You are given thirty days to answer these charges. GEORGE D. GIDEON.'

"I also sent a letter about the same caliber to Sims," said Mr. Gideon, "but he is only charged with having received money at Waltham."

How Mr. Gideon got his evidence against the men, or by whom, is a mystery, and no amount of persuasion will induce him to

Tell the Names of the Informers.

It was rumored however that a certain professional rider, who had a longing desire to increase the string of professionals, had done the trick. It is said he got an insight into affairs on Sunday, as he spent nearly the whole day there loitering around and indulging in the game of "craps" with the riders. Many of the men became suspicious of him, and hints were passed around for all to watch themselves and be careful what they said or did in his presence. Many failed to heed this friendly advice, and the result is that some important facts probably leaked out.

The Substance of the Check Story

as noised about in local cycling circles was that it was a substitute for third prize at Waltham last week. Sanger won the third place in a certain race, Sims was to receive third prize for pacing. It is alleged that Sanger took the check, had it cashed, and paid Sims himself.

The case against the men is certainly a strong one, stronger in fact than the one against Johnson, and it will surely follow that both men will be declared professionals. In the meantime several new cases may be expected for it is the general opinion that Chairman Gideon has a number of others in view.

THE CASE IN NEW YORK.

NEW YORK, June 26.—Sanger arrived in this city this morning, and THE BEARINGS' representative made haste to interview him. He said, "Yes, I am a professional. The members of all the other teams are waiting to see how my case turns out. If A. G. Spalding decides, when I see him this afternoon, that he wishes to keep me on his team as a professional, then

"Twenty of the Best Men in Class B will Turn Pros

before the meet at Asbury Park. I can compare the change from Class B to professionalism," continued the Milwaukean, "to nothing more appropriate than dying and going to heaven."

The Kings County Wheelmen are trying to get a special sanction from Gideon to allow the match between Sanger and C. M. Murphy, scheduled for next Saturday, to be run. It is safe to say that the sanction will not be granted.

The general opinion prevails that some Class B man is acting the part

of a spy for the benefit of Gideon. If this is the case and the man is discovered it will go hard with him.

It is learned from a reliable source that

Gideon is on the Trail of Ziegler

and will, before long, prefer charges of professionalism against him and suspend him. It is openly acknowledged among the speedy B men that there is not one among them who would not be a professional today if the facts in connection with the disposal of his prizes were known. Shafer offers a $100 diamond to any B man who will give satisfactory proof that he has not violated League rules. Sanger and Shafer are now arranging a circuit at which they will appear.

A. G. Spalding expressed in no mild terms his opinion of Gideon, and it was not a complimentary one.

TYLER, SANGER, AND JOHNSON MATCHED.

BOSTON, MASS, June 26.—Harry Tyler, Walter Sanger, and John S. Johnson have been matched to ride a mile race at Waltham, July 4, for a purse of $1,000, to be divided in this way: Winner, $650; second, $250; third, $100. This has been decided on after some consultation and negotiation with Eck, Johnson's manager; Shafer, Sanger's handler, and Harry Tyler himself, who is training at Waltham. Tyler decided a day or two ago to take the step, and will make his professional debut on that date. The match will be for the best two out of three heats. That is, the winner must win two heats to win the race. The heats will be one mile each. The entrance fee for each man is $100. Yesterday Manager Bradstreet received wires from both Eck and Shafer agreeing to the event, and Harry Tyler came into town and made his agreement in person. This is the biggest prize ever put up in this country for a single track event. All three men will be at Waltham to train within a few days. There is of course a possibility of four mile heats being ridden in the event of a different man winning each of the first three heats.

$2,000 Purse Offered.

NEW YORK, June 25.—The Quill Club Wheelmen of this city will promote a three-cornered match between Sanger, Johnson, and Tyler, for a side bet of $500 each, and an added purse of $2,000. The date of the match has not yet been set, but the event is assured, and will probably be run some time in July.

For a League of Race Promoters.

NEW YORK, June 26.—There is a movement on foot among regular race promoters to organize and create an annual circuit, providing rules of their own and running three classes.

ENGLAND'S TWO-CLASS SCHEME KNOCKED OUT.

LONDON, June 15.—Early this week the London Center of the Union met and discussed the agenda of the council meeting held yesterday. The meeting felt strongly against road racing and decided that all organized road racing should be discouraged by the Union, while individual "scorching" might be left to the police. With regard to the two-class scheme proposed by Mr. Sturmey no agreement was arrived at, beyond a motion being passed referring it to the general committee for consideration and report before the end of the autumn.

Yesterday, at Birmingham, the council met under the presidency of R. Todd. The resolution for the suppression of road racing was strongly opposed by several delegates and ultimately thrown out by twenty-nine votes to sixteen. It was decided to abolish tricycle championships after today's race. Mr. Sturmey's two-class scheme, the details of which I have already referred to, was thrown out by thirty-one votes to thirteen. A rule was carried exempting club championships from the rule prohibiting unlicensed riders from taking part in open, local, or club events.

Lowered the Hour Tandem Record.

At Catford last Saturday W. S. Yoeman and J. B. Cooke were successful in lowering the one-hour record of 26 miles 1,025 yards on a tandem safety, made last autumn at Herne Hill by Scott and McNish. Yoeman and Cooke got inside the previous figures at nineteen miles and made new records therefrom, doing 26 miles 1,416 yards, or 391 yards better than the previous best. Twenty-seven miles occupied 1:00:23⅗.

At Wood Green track, where the North London C. C. held their meeting on Saturday, A. F. Ilsley, of the Stanley C. C., won the open ten-mile tricycle scratch, breaking record at six miles (15:05⅖) but falling off after this. The full time was 25:19⅖. W. J. Jones and Ridout went for and pulverized the ten-mile tandem world's record, doing 21:25, as against 22:10⅕. This performance affords good evidence of the speediness of the track.

On Thursday F. T. Bidlake beat the 100-mile tricycle road record by thirty-seven minutes, doing the distance in 5:15:57.

Jefferson Home from his Trip to Moscow.

R. L. Jefferson, in spite of his various delays, made a triumphant return last Saturday, reaching Kennington Oval at 2:14 p. m., his full time being 49 days 6 minutes, or nearly a day inside the time he set himself. Jefferson is considerably bronzed, and looks "pulled" by his exertions, but is otherwise well and delighted with his receptions throughout the journey. A large party met him at the Oval at the invitation of *The Cycle*.

The petroleum car race from Paris to Bordeaux and back has created considerable interest during the week. It started on Tuesday, and the winning car reached Paris at 12:57 a. m. on Thursday, having done the distance, 750 miles, in a little over forty-eight hours, or at an average speed of fifteen miles an hour. A petroleum bicycle which started had to give up, having been badly damaged through running over a dog.

Late news from Manchester states there are likely to be "ructions" there this afternoon when the mile championship comes on the board. Ingeman Petersen, who has been sent over by the Danish Union to defend his title, has been refused an entry and was even turned off the track last night. He vows that he will start, and it is said that Jaap Eden is also in Manchester intending to repeat his performance of last year. Hillier, Todd, Sturmey, Turner, Britten, Church, and P. Low—the championship's honorable secretary—are equally determined that their scheme shall fail.

C. W. HARTUNG.

AN INDIANAPOLIS-ST. LOUIS RELAY.

INDIANAPOLIS, IND., June 24.—The principal topic of interest at present is the coming relay race on July 1 from Indianapolis to St. Louis. The relay riders are taken from the bicycle corps of the Light Infantry of this city. The message will be sent from the *News* office to Captain Curtis, of the Indianapolis Light Infantry, who will be waiting at the office of the St. Louis *Globe-Democrat* to receive it.

The schedule as arranged calls for the message to be carried in twenty hours, but the riders hope to beat the record on this race. A difference between the New York-Chicago race and this one is that in the former there was a new rider every five miles; while in this race there will be a new rider only every fifty miles.

The distance is divided into five relays, Indianapolis to Harmony, thence to Martinsville, thence to Dexter, thence to Pocahontas, and lastly to St. Louis.

COAST RECORD GOES.

SAN FRANCISCO, CAL., June 10.—The most important event in cycling circles this week was the breaking of the five-mile coast record by Charles S. Wells yesterday. The trial took place over the San Mateo-San Carlos course, and resulted in the establishment of a new coast record for the distance, the new time being 12:05⅕, being eight seconds faster than the time made by John E. Edwards last Sunday over the same course.

Another splendid performance yesterday was that of Chris Sorenson, who succeeded in covering 200 miles on the road in the remarkable time of 14:14:30. The first century was covered in 5:58:00, making a new coast record for that distance. Like Wells he rode a machine geared to eighty inches. The pace on the last fifty miles was not fast enough for him, and at the finish he had to leave his pacemakers behind.

ULBRICHT LANDS MORE RECORDS.

LOS ANGELES, CAL., June 10.—Yesterday, at Athletic Park, Emil Ulbricht broke the American standing start paced record for fifty miles by over seven minutes, doing 2:07:51⅗. [The world's record is 1:50:55, held by little Michael.—ED.]

The first twenty-five miles were negotiated in 1:05:00⅕, and the second twenty-five in 1:02:51⅗. In the first hour Ulbricht rode 24 miles 468 yards, and for two hours the distance was 48 miles 730 yards.

SMALL RACE MEET AT LOUISVILLE.

LOUISVILLE, KY., June 25.—There was a large attendance at the Masonic tournament and bicycle meet at Fountain Ferry track. The bicycle races were good, but were somewhat marred by inefficient judges. The mile open had thirteen starters, ten of whom fell before the finish. George P. Fawcett won the race. The mile handicap was won by W. I. Hufstetler from forty yards. Owen Kimble won the championship of Louisville from a field of eleven starters.

Road Records Allowed.

The following road records have been accepted by the Century Road Club, of America:

J. R. Dunlop, thirty-one centuries during 1894. Maryland state record.

Fred Taylor, 25 miles, 1:46; 50 miles, 3:48; 100 miles, 8:21, March 23, 1895. Texas state records.

A. A. Hansen, 100 miles, 6:25, April 16. Minnesota state record.

A. A. Hansen, 200 miles, 18:09, April 18. Minnesota state record.

A. A. Hansen, Minneapolis to St. Cloud and return, 148 miles, 12:58, April 18. Course record.

H. P. WALDEN,
Chairman Road Records Committee.

Must Carry Lamps in New York.

NEW YORK, June 25.—An ordinance was passed by the city council today compelling all vehicles, including bicycles, to carry lamps after dark This ordinance affects New York City only, but towns all over the state promise to follow suit.

A new style of handle-bar has been put on the market in England. Instead of having cork handles merely, the whole bar is covered with cork. This is for the benefit of those who ride with their hands in the middle of the bar at one time, on the handles at another, and at all places between at still others.

WONDERFUL LITTLE MICHAEL.

The Welch Phenomenon does some Remarkable Riding—Records Broken by Him.

PARIS, June 13.—Last Sunday's six-hour race at the Buffalo Velodrome resulted in a win for little Michael, whose performance was certainly the most marvelous ever accomplished on a track. For a mere boy to keep up a pace of close on twenty-five miles an hour for six hours is simply wonderful, and the feeling created was one of unbounded admiration, mingled with complete stupefaction at such an extraordinary exhibition of endurance in one so young.

A whole stack of records fell to the ground, among others the 100-mile record, which has now reached a pinnacle where it is likely to remain for some time.

Michael rode easily, with apparently no effort; in fact his gait was so regular and free from any visible exertion that he

Had More the Appearance of an Automaton

wound up to cover the mile in 2:25 than an athlete with only nerve and muscle to carry him through.

Lucas finished a close second, being but two kilometers behind the winner, but Michael's triumph completely knocked his remarkable performance into the shade. Lucas proved that speed does not scare him, and given his well-known qualities of endurance, his chances of winning next Sunday's 24-hour race are of the highest order; it is not expected that Michael will hold out to the finish.

At 5:17 the signal was given for the start of the six-hour race in which three Englishmen, Tom Linton, Lucas, and Michael, and five Frenchmen, C. Huret, Rivierre, The, Lesna, and Aries, took part. Lesna was the first to get away, but Michael, paced by a quadruplet, soon went to the front and was never approached again during the whole of the race.

Michael's intention was to try and secure the hour record, but a strong wind was blowing down the backstretch and

Inconvenienced the Riders.

Nevertheless, 44.408 kil. (over 27½ miles) were covered by the "little wonder" in the first hour. Aries was by this time several miles behind and "chucked it."

The storm, which had been threatening for some time, now passed away, and the wind dropped. The sun came out bright and warm, and the air was perfectly still, just the sort of weather for record breaking. From fifty-one kilometers upward records began to go under, and the 100 kilometers were covered in 2:18:50⅗, thus lowering by about two minutes Michael's new record of the previous week.

As darkness came on the track was brilliantly illuminated with electric lights and festoons of Chinese lanterns, the effect of which was very pretty. Huret quit during the third hour, and shortly afterward Lesna, whose strenuous exertions to keep near

The Leader had Broken him up,

was obliged to drop out.

When the figures for the 100 miles were posted a shout went up from the spectators, and for several laps Michael was cheered and encouraged by cries of "*Allez, allez, petit bravo!*" ("Go it, go it, kiddie, bravo!") During the last hour Lucas made a game effort to leave Michael, but without success. Tom Linton quit after having covered 197 kilometers.

When the pistol was fired announcing the end of the race it was found that Michael had ridden the extraordinary distance of 239.940 kilometers. Lucas was second with 237.968 kilometers; then came The, whose total was 227 kilometers, and Rivierre, 222 kilometers.

A tremendous ovation was given the "little wonder," but Choppy Warburton took his charge by the hand and walked him off home, followed by an admiring and enthusiastic crowd.

Records Broken.

The following table shows the records broken:

HOURS.	DISTANCE COVERED BY MICHAEL.	PREVIOUS RECORDS.	HELD BY
2	86 kil. 749 m.	86 kil. 060 m.	Dubois
3	128 kil. 188 m.	121 kil. 676 m.	Michael
4	165 kil. 195 m.	159 kil. 140 m.	Michael
5	202 kil. 666 m.	186 kil. 761 m.	A. V. Linton
6	239 kil. 940 m.	219 kil. 806 m.	A. V. Linton

MILES.	TIME.	RIDER.	PREVIOUS RECORDS.	HELD BY
50	1:50:55	Michael	1:51:49	Dubois
100	3:52:48⅗	Michael	4:02:45⅘	Michael

KIL.	TIME.	RIDER.	PREVIOUS RECORDS.	HELD BY
60	1:21:46⅖	Michael	1:22:35	Dubois
70	1:35:40⅛	Michael	1:36:29	Dubois
80	1:50:14⅖	Michael	1:51:09	Dubois
90	2:04:39⅘	Michael	2:05:53⅖	Dubois
100	2:18:50⅗	Michael	2:20:25⅕	Michael
150	3:36:41⅖	Michael	3:45:41⅕	Michael
200	4:55:20⅛	Michael	5:24:08⅘	Michael

239 kil. 940 m. (149¼ miles) in six hours.

The Race Meeting at the Velodrome de l'Est

was very interesting, but being "Grand Priz" day the attendance was rather small. The competitors included some of our best sprinters, Verheyen, the German, being the sole foreign representative.

Morin rode extremely well and justified the big reputation he has been making for himself lately in the provinces. In the quarter-mile race he defeated in brilliant style the four cracks Jacquelin, Gougoltz, Mercier, and Muringer. It is true that Jacquelin turned the tables upon him in the 2,000-meter scratch race, but Morin is not yet familiar with all the corners and positions of a five-lap track and does not know how to place himself near the finish when the field is a large one.

Piette confirmed his previous performances by winning the final of the 900-meter handicap, where he had as opponents Verheyen, Muringer, Chabaud, Grandjean, and several other good men. The finish was a close one, Verheyen taking second place a few inches only behind Piette.

The management of the Velodrome de l'Est has the intention of organizing races in which the age of riders will serve as a basis.

The Return Match Between Protin and Houben

took place at Liege on the 9th inst. Protin confirmed his superiority over Houben, defeating him more easily than on the first occasion. As usual the contest was a best "two-out-of-three" one, but although Houben won the first heat owing to an accident to Protin, the third was not necessary as the Brussels champion refused to start, stating that as he considered he had no chance whatever of winning he preferred to give the race to his opponent. Protin came out and rode the 3,000 meters alone, covering the last lap (400 meters) in :26⅗, which is remarkable time for a cinder track.

H. Kanaska, of Wisconsin, has arrived in Paris, and has started training at the Buffalo track. His intention is to remain in Europe until the end of September. It is not known whether he will race in France, the principal object of his visit to Europe being to take part in the English professional championships, which will be run in the fall at Birmingham.

Geo. Banker and Barden have left Paris for Vienna, in which city they will race next Sunday.

The "horseless carriage" race from Paris to Bordeaux and back, a distance of about 1,200 kilometers (about 750 miles), took place on the 11th inst., and resulted in a victory for Messrs. Panhard & Levassor's carriage, the motor force of which is petroleum. Mr. Levassor covered the distance in forty-eight hours, and proved as enduring as his machine; for two days and two nights he kept hold of the "tiller" and says he

Feels None the Worse for it.

Messrs. Panhard & Levassor will only receive the second prize, as the first must be awarded to the inventor of a carriage with places for four persons. Their carriage had only accommodation for two.

The petroleum carriage of the firm of "Les Fils de Peugest Freres," which is also well known as a large bicycle manufactory, takes first prize, which consists of $8,000.

The carriages driven by steam fared badly in the race, and the two petroleum cycles also came to grief. One of the cycles caught fire at Tours and severely scorched the rider.

HELD A SUNDAY RACE MEET.

ST. LOUIS, MO., June 24.—The experience of the members of the Victor Cycling Club in giving a Sunday race meet last year contrary to the rules of the L. A. W., and which resulted in the suspension of those competing, did not seem to carry much weight, for they again bearded the lion in his den by giving a meet at Belleville yesterday, regardless of the fact that they had been refused a sanction by the Chicago member of the Racing Board, Mr. Gerlach. The suspensions last year were only for thirty, and in one or two cases sixty days, and the action of the Racing Board in this instance is being eagerly waited for, for some of the clubs think that their members would be willing to risk thirty days' suspension and take the chance of a Sunday meet to replenish the club's coffers as the Victors have done. This of course only applies to the less prominent clubs, composed mainly of boys with no prominent riders in their membership If the club members who rode are suspended for any length of time the Victors state that they will carry the war into Africa by giving Sunday race meets throughout the summer.

The attendance yesterday was fair, but the majority of the races were not very exciting.

Summaries.

One-mile novice, club members only.—J. F. Barsaloux, first; J. H. Little, second; George P Johannes, third. Time, 2:42¼.

Half-mile handicap.—G. E. Stork, first; E. Gurther, second; A. J. Baker, third. Time, 1:15.

One-mile Belleville championship.—A. J. Baker, first; F. Herman, second, B. R. Hayes, third. Time, 2:52¼.

Two-mile handicap.—G. P. Johannes, 65 yards, first; J. F. Barsaloux, 30 yards, second; Bud Williams, scratch, third. Time, 5:34½.

One and one-half-mile tandem.—Bridges brothers, first; Stephens and Barsaloux second.

One-mile club championship.—J. H. Little, first; J. F. Barsaloux, second; J. M. Nixon, third. Time, 2:52.

One and one-quarter-mile handicap.—A. J. Baker, scratch, first; W. W. Gardiner, 10 yards, second; G. E. Stork, 10 yards, third. Time, 3:22¼.

Five-mile handicap, club members only.—G. P. Johannes, 80 yards, first; J. H. Little, 60 yards, second; J. F. Barsaloux, third. Time, 15:10¾.

NEW TWENTY-FOUR-HOUR RECORD.

LONDON, June 22.—The 24-hour race for unlicensed riders for the Carwardine cup, the successor to the Cuca Cocoa cup, was run at Putney. Shorland did not start, so C. C. Fontaine had an easy time in putting in first claim on the magnificent trophy. He did 474¾ miles, beating amateur record by fourteen miles. Peterson was second with 466¼ miles. Fontaine is the man picked to beat Shorland last year. To get away from him in the '94 race Shorland rode himself out early in the race, else he could have made a far better record.

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GEO. K. BARRETT, EDITOR.

THE DAWN OF PROFESSIONALISM.

The rising sun complies with our weak sight,
First gilds the clouds, then shows his globe of light
At such a distance from our eyes, as though
He knew what harm his hasty beams would do.

For a long time now the clouds in the racing firmament have been tinged with the bright glow of the fast rising sun of professionalism. When Zimmerman, and a little later Banker, joined the ranks of dollar chasers, the racing sky was suffused with a pink glow. When Class B was decided on, it took a deeper tint. When the present racing season, with its teams of high-priced racers, was inaugurated the light in the heavens became brighter, and the color was crimson. Then Chairman Gideon showed that he would strictly enforce the L. A. W. rules, as far as he was able to do so, and the crimson turned a more brilliant hue. Johnson was thrown into the professional ranks, and the crimson turned into a field of yellow flame. Sanger and Tyler became "pros" and the sun—the long expected sun of professionalism—lifted its orb above the horizon. The day of professionalism has dawned. Now the sun is just peeping over the horizon. It is not yet the midday nor even the glorious morning, but the sun is rising, and before long the whole country will be bathed in its rays.

FOREIGN RECORDS.

American cyclomaniacs have done little the past week but discuss the remarkable ride of Maddox and Sims in their ten-mile race at Manhattan Beach track. Their feat was certainly a remarkable one, and one that was worthy of all the praise that was bestowed upon it, but it pales into insignificance as a long-distance performance beside the performances of some of our foreign cousins, who reel off miles, not by tens, but by hundreds, in a way that is fairly bewildering. We doubt if there is a man on the other side the Atlantic who could have made a better showing at ten miles than did Maddox, but, at the same time, we are forced to reluctantly admit that, when really long-distance performances are considered, we have not a single man in this country who is in the same class with a number of trans-Atlantic performers. Our men would not stand a ghost of a chance with such riders as Michael, Lesna, Huret, Linton, Fontaine, and other Europeans. If Titus, the American hour's champion, were pitted against these men he would be run off his feet in a manner that would make his multiloquent trainer give up in despair.

The mails this week bring accounts of some of the latest doings of the foreigners. Michael, the little Welch lad, has ridden fifty miles in 1:50:55 and 100 miles in 3:52:48⅗, besides breaking all hour records from two to six hours. To do this he had to ride at a twenty-five-mile-an-hour clip for six consecutive hours. What business have any of our men in a race with Michael? Then Fontaine has ridden 474¾ miles in twenty-four hours, a record that will stand a long time if we wait for an American to break it. After reading of these magnificent performances we are forced to conclude that there is something wrong with our speed merchants. To be sure we have men, that, in the parlance of the racing world, can ride circles around the foreigners at short distances and we have men who can win races and who do win them in times that have never been equaled outside America. What then is wrong?

It is simply this. In America there is absolutely no encouragement given to long-distance racing. If a man starts out for a six, twelve, or twenty-four hour ride he may get a record (American), accompanied by a little fleeting glory and nothing more. Substantial prizes are reserved for sprints at the end of mile events or for the man who is the cleverest at catching a tandem pacemaker in a race of 5,280 feet. Until race promoters realize that short-distance races are not the whole sport, so long will we see ourselves surpassed by a host of foreigners. When encouragement is offered to men who have stamina and speed to try those qualities out to the utmost, then we will begin to develop a class of long-distance men who, we have every confidence, will make as good a showing as our sprinters are now making.

The general dissatisfaction that has been expressed over the Illinois Division meet at Galesburg is but one added example to the many that have been given of the folly of people who know absolutely nothing about racing attempting to run a race meet, particularly one of as much importance as a state meet in a division that contains as many speed merchants as any in the country.

As if the owners of horse flesh were not having a sad enough time of it in competition with the bicycle, the French are now giving races for "horseless carriages," which have shown that it is quite possible to make electricity, steam, or petroleum take the place of horse flesh as motive power.

'Twould seem like old times to see "A. A. Zimmerman, Freehold, N. J.;" "W. C. Sanger, Milwaukee, Wis.;" "H. C. Tyler, Springfield, Mass.;" "J. S. Johnson, Minneapolis, Minn.;" "H. C. Wheeler, Orange, N. J.," and "Geo. A. Banker, Pittsburg, Pa.," on the race meet programmes once more.

Chicago's crack cavalry, Troop A, of the Illinois National Guard, will make an overland trip to the encampment at Springfield this summer. It is probable that the cycle corps of the First will start at the same time, making it a race between bicycles and horses.

The board of education of College Point, L. I., has issued an order prohibiting teachers from riding to school on bicycles. The directors claim that it tends to immorality. And this is the nineteenth century!

If there was only a little more friendly rivalry between the men like that which exists between Jenny and Helfert, of Utica, N. Y., we would have better attended race meets.

A big splash, a lot of little ripples, and Sanger had taken a plunge into the sea of professionalism. And "still there's more to follow."

England is afraid to tackle the two-class scheme. Maybe she is waiting to see how we manage professionalism.

Sanger is now a pro. It didn't take "wooden shoes" long to don his new robe. It's very becoming to him.

Sanger and Sims evidently wish that Gideon's little note had been "the letter that never came."

"Gentleman" Harry Tyler did not wait for Officer Gideon to tell him to "move on."

Match races are still the fad. The latest is the Allen-Dirnberger match. Next!

The C. O. P. will be very much in evidence on the Fourth.

It's about time for a new competition mile record.

BELLE ISLE COURSE IMPROVED.

DETROIT, MICH., June 24.—Great interest is felt by all racing men in Michigan and adjoining states in the Detroit Wheelmen's twenty-five-mile road race to be held on the celebrated "Belle Isle course" on July 20. Heretofore the Detroit Wheelmen's annual road race has been for club members only, but this year it is open to the world. The large number of inquiries and numerous entries from all parts of the country and Canada indicate that most of the crack riders will be there. This year the time should be brought below the hour mark, for the highest bridge on the course has been replaced by a broad stone bridge with easy approaches, and a short turn has been greatly improved. The prize list will be a large one.

LENZ'S MURDERERS DISCOVERED.

WASHINGTON, D. C., June 20.—The mystery of the disappearance of Frank Lenz has been solved. The following cablegram was received at the state department today from United States Minister Terrill at Pera, the summer residence of the diplomatic corps near Constantinople:

British consul at Erzeroum informs me that Lenz, the cyclist, was murdered near Dahar by five Kurds, whose names he gives. Arrest and punishment demanded by me at Sublime Porte and the co-operation of British consul requested.

In Gimm's ride against the 100-mile record last week, although he failed to gain the coveted mark, he established new figures for the seventy-five and eighty mile records. The former figures for the first were 3:24:37⅘. Gimm's time was 3:20:02. The eighty-mile record was 3:39:21⅗. Gimm's time was 3:35:30.

MILLER A SURPRISE.

The Vineland Rider Wins two Sensational Races at Philadelphia—Rain Partly Spoils the Meet.

PHILADELPHIA, PA., June 22.—An unfortunate occurrence spoiled a deal of sport at the South End Wheelmen meet at Tioga track today. It had rained all the morning and a part of the afternoon, and was raining when part of the crowd started for the races amid the commiserating words of the greater part of the racing men who remained at the hotel. Every one was waiting for some reply to their queries in regard to the probabilities of the races being held, and the report had come that the track was so heavy it picked up the dirt in clods when a roller was tried on it, and men of the city said that it would be an impossibility to ride on the track. Some of the men went out nevertheless, as there was an announcement in the window of the *Inquirer* across the way that

The Races Would be Held Rain or Shine.

When the South End Wheelmen made this announcement they evidently meant every word of it, and the crowd that intended to go to the races believed them, if the racing men did not.

Carroll Jack, of Reading, made one of the finest runs of the day, riding from scratch the first mile of the two-mile handicap in 2:20, and the two



miles in 4:44¼, a splendid piece of work. The attendance was close to 5,000, showing the interest that the people of the city take in cycle racing, even when the weather is bad. Chairman George D. Gideon was the referee, and in the mile open exercised his prerogative when he

Ordered the Race Run Over Without a Dismount.

On the first attempt and under a time limit of 2:35, O'Connor had set the pace, and the race was run in 2:41. Cabanne won the contest, with Maddox second and Titus third. On the second attempt Miller took the pace, and the contest was brought down to 2:32¾, with Cabanne again in the winning position, Brown being second this time and Titus again third. Dirnberger was a competitor in both contests. Maddox finished fourth on the second trial. Harry says that the ten-mile race which he won at Manhattan Beach has taken the sprint out of him for a while at least.

The one-mile 2:10 class race brought out the fact that at this meeting alone there was a field of

Six Men Who Were not Eligible for the Contest;

and to bring these men into a class event there would have to be created a two-minute class race. Bald with a record of 2:04, Tyler with a record of 2:03⅘, Cabanne 2:06⅛, Sanger 2:07⅛, Ziegler 2:04, Coulter 2:08⅗, and Murphy only missing to make the seven men with a record lower than 2:10—all, or nearly all, of these men would have been competitors in the mile open race of the day had it not been for the rain and the false report.

One of the prettiest races of the season resulted in a victory for the editor from Vineland, E. F. Miller, who is a warm favorite in Philadelphia, and who carried away the honors of the day very modestly. Miller won the 2:10 class race, paced in the mile open, and then took the mile handicap in a burst of speed worthy some of the men who are kept so prominently before the public. In this race the handicapper had placed

Cabanne, the "Black Cloud," on Scratch,

and all alone at that. Bald, Sanger, Titus, Tyler, and all the rest had been given starts ranging from ten yards up. Bald went back from his ten-yard mark, and Cabanne and Bald went away from scratch with a rush. Titus had 20 yards, L. C. and E. C. Johnson and Terrill 50, Coburn 80, O'Connor and Ganse 100, Miller, Ganse, and Earl Kiser 120. Kiser went away with a jump, and Miller and Ganse closed with him. Miller at once took the lead, and for the greater part of the mile set his own pace, in fact was in the front until the head of the homestretch, when he was passed as if standing still. Several of the back-mark men set pace to close up the field, and at the head of the homestretch all were bunched prettily and coming like the wind. When

The Entire Field Passed Miller

at the head of the stretch, most of the crowd stopped watching him, and looked for the scratch men, who were engaged in a game fight for personal victory. Titus was on the pole and was flying along right at the edge with one of those devilish bursts of his. Cabanne and Bald were out toward the center of the track, and the "Black Cloud" sprung his finishing and deadly jump, and while he was coming like the whirlwind Miller came from somewhere and the race was his. Cabanne was given the second place and Titus was third.

Coburn, O'Connor, Terrill, and Mayo, the Crimson Rim quad men, went a mile in 2:05⅘, a track record, and John S. Johnson, unable to get the pace-makers for a mile trial, made a half-mile ride against time, unpaced, and put up an exhibition that will stand as the professional record for some time to come. His time was :59⅖, the first quarter in :28⅘.

Summaries.

One-mile 2:10, Class B.—Miller, first; Dirnberger, second; Coburn, third. Time, 2:31.

One-mile open, Class B.—Cabanne, first; Brown, second; Titus, third. Time, 2:32¾.

Two-mile handicap, Class A.—W. G. Douglas, 80 yards, first; E. F. Hand, 180 yards, second; C. W. Krick, 50 yards, third. Time, 4:44½.

One-mile handicap, Class B.—Miller, 120 yards, first; Cabanne, scratch, second; Titus, 20 yards, third. Time, 2:11½.

One-mile club championship, South End Wheelmen.—Ben Peck, first; Fox, second. Time, 2:36.

One-mile open, Class A.—C. A. Church, first; C. B. Jack, second; W. G. Douglas, third. Time, 2:32½.

GOOD RACES BADLY MANAGED.

The Illinois Division Meet at Galesburg Brings Out Good Racing —Otherwise a Fizzle.

GALESBURG, ILL., June 22.—The last two days' races at the twelfth annual meet of the Illinois Division were in many respects a decided improvement on those of the first day, but were far, far from what they should have been, with the amount of racing talent that was in attendance. The Galesburg Club gave the meet, and F. R. Gadd seemed to have constituted himself the Pooh-Bah of the occasion. The result was that, contrary to the usual custom, the division officials and other competent men were given no official positions, and the offices were all filled by local men with the exception of the office of referee, which was held by Fred Gerlach, the Chicago member of the Racing Board. The races were not run on time, and there were tedious waits between events; the men were ordered on their marks and held there until tired out;

False Starts Were the Rule

rather than the exception; in several cases the judges had to ask outsiders about the order in which the men finished, and even then there were cases when they were not properly placed in the preliminary heats; the quarters of the racers were in the stalls of stables and were scattered ever a quarter of a mile of territory; the times were far from accurate, and differed from the times taken by a number of competent men by more than a second in some cases, and the track, which is capable of being put in record-breaking condition, was in execrable shape the first day, and all the improvement that was made in it for the next two days was made by the wheels of the racing men.

Outside the racing, for which League members paid the same as every one else, there was absolutely nothing provided by way of entertainment. A smoker was announced for Friday evening, at a time when many of the visitors were getting ready to go home; but those who traveled out to Lake George, where it was supposed to be,

Found Nothing in the way of Entertainment,

and members of the Galesburg Club wearing reception committee badges helplessly asked visitors where the smoker was. The onus of the whole fizzle must be laid on the shoulders of the man Gadd, who attempted to run the meet according to his own limited ideas of what a state meet should be, and not on the shoulders of the more sensible but less demonstrative members of the local club who, perhaps, knew less about running a meet, but who would have gotten assistance from competent men and made it a success if left to themselves, instead of following the leadership of such a man as Gadd.

The report of the Cycle Press Association says: "The complaints of mismanagement and insufficient preparation for this meet have considerable foundation in fact. A more incompetent set of officials never presided over a race meet, and one gentleman high in the circles of American cycledom was heard to remark, on leaving Galesburg, that he never wanted to witness such another one. The story goes that the meet was promoted in the interest of a certain railroad, and managed under the direction thereof, but this would not account for the selection of judges who barely know a bay filly from a roan gelding, of timers built on the Waterbury plan, and of umpires who have difficulty in distinguishing between a swing-out and a deliberate foul.

"An artistically selected mob of marshals and coppers and deputy sheriffs with pretty little tin stars and awful looking clubs was very much in evidence, and all visitors were thoroughly impressed with the majesty of



the law and the density of its representatives. One marshal on the track who by the way is a member of the Galesburg Club, got rattled once and threatened to throw everybody over the fence, including even the referee, judges, and timers. A large contingent of rural enthusiasts paraded backward and forward across the stretch, and at the finishes lined up in front of the press stand in impenetrable phalanxes.

"More men were injured by falls at this meet than at any other on record. Half of the track, from the pole out, was scraped, and the dirt banked just in the center in a ridge six inches high. The men had to ride close together, and in the event of a fall those immediately behind had no show to get around unless they happened to be well back. One man came out with a broken arm, and many others were more or less seriously injured. Over a dozen wheels were smashed."

The Races of the Second and Third Days

were spirited and interesting. Gardiner proved himself easily superior to the others on present form, and showed that, pitted against the cracks now racing in the east, he will be able to hold his own. The opinion was freely expressed by good judges of racing that he would be second to none but Bald. He was evidently "off" the first day, as he beat out Kennedy and

What Pleases Others Might Not Please You

in every instance; but what pleases a highly educated, up-to-date, mechanical expert, who is thoroughly posted on the construction of bicycles, from a wheelman's standpoint, as well as that of a strictly high-grade mechanic, is a pretty good pointer to buyers who are in search of the best the market affords.

LOUISVILLE, KY., June 15, 1895.

R. F. MAXWELL, MGR. INDIANA BICYCLE CO., City:

Dear Sir: Referring to the Waverley bicycle which I bought of you a few weeks ago, I will candidly admit that I am delighted with it.

My first impression was one of surprise at the ease and smoothness of its motion. It appears to be amply strong and substantial in construction, and every one must admit that it is most graceful in appearance. I consider it a strictly high-grade machine; otherwise I should not have bought it. It is all you claim it to be.

Wishing you well merited success, I remain yours truly,

ARTHUR COBB,
Chief Engineer Snead & Co. Iron Works.

Call and examine the wheel at either one of our stores, or one of our agents, before you buy.

INDIANA BICYCLE CO., Indianapolis, Ind., U. S. A.

BRANCH HOUSES:

42 Peach Street, ATLANTA, GA.
602 Main Street, BUFFALO, N. Y.
38 Columbus Avenue, BOSTON, MASS.
184 Madison Street, CHICAGO, ILL.
150 N. High Street, COLUMBUS, OHIO.
243 Vine Street, CINCINNATI, OHIO.
12 W. Second Street, DAYTON, OHIO.
1629 Stout Street, DENVER, COLO.
350 W. Jefferson Street, LOUISVILLE, KY.
498 Broad Street, NEWARK, N. J.
Masonic Building, SPRINGFIELD, MASS.
11 E. 59th Street, NEW YORK CITY.
30th Street and Broadway, NEW YORK CITY.
67 Cortlandt Street, NEW YORK CITY.
913 Arch Street, PHILADELPHIA, PA.
18-20 McAllister Street, SAN FRANCISCO.

the others who finished ahead of him with consummate ease. He has one fault, however, that, unless cured, will sooner or later lose him races—that of looking back at his rivals as he is crossing the tape. The practice is dangerous and looks bad, Arthur.

Among the other B's at the meet Tom Cooper showed the best form, riding second to Gardiner most of the time. Gardiner has had the advantage of training and racing since the very beginning of the season, while Cooper had been in the hands of a trainer but a little over two weeks when the meet began. He has the staying qualities necessary to a first-class racing man, seems conversant with track tactics, and needs but to cultivate his sprint to

Rank Among the Best.

Kennedy did nothing to verify the promises that his riding of the first day gave, unless it was his ride after tandems in an attempt to break the state record of 2:02, which he missed by one second. The track was not fit to ride on and the pacing was faulty, or he would have gotten the record. F. G. Barnett is riding well, but was able to get but one second and one third.

Frank Wing, who used to hail from Ottawa, Ill., but who now resides in St. Louis, was easily the star of the Class A contingent, while A. A. McLain, of Aurora, showed splendid form, and won a good share of prizes. Bert Repine, of Galesburg, made it warm for the riders in his class, and demonstrated that with proper training and track experience he would be a dangerous man.

The Class B half-mile handicap on the second day was productive of the closest finish of the meet. Cooper, Gardiner, Kennedy, and Bliss were on scratch, with the others stretched out for seventy-five yards. At the quarter pole the scratch men were in one bunch and the field in another. Rounding into the homestretch the scratch men had caught the field and all started for the tape on nearly equal terms. Cooper was the first to emerge from the crowd, and started for the tape with a lead of two lengths. He rode

As If the Devil Were After Him.

In fact, the part of his satanic majesty was well taken by Gardiner, who inch by inch cut down Cooper's lead and nipped him at the very tape, winning by less than six inches. The grand stand howled its approval. Kennedy, unplaced, was the next of the scratch men to finish, while Bliss was away back in the ruck.

The one-mile handicap, Class A, was run in three well contested heats and a final, in which Frank Wing won from the forty-yard mark. W. A. Thompson and C. T. Knisely were on scratch in their heats but neither came within the first ten to qualify.

Referee Gerlach put a time limit of 2:18 on the Class B one-mile open, and the men rode eight seconds outside the limit, and the race was ordered run over with a time limit of 2:25. The men protested that they could not ride in that time, but were told to do it or the race would be declared off. They crawled around the track at a snail's pace till past the half, and then began to hit up the speed and came home in 2:33. The referee allowed the race to stand. Why, is not known. Each time Gardiner, Cooper, and Kennedy finished in the order named.

The last event on the programme was

The Five-mile State Championship,

and pacemakers were sought to prevent the race being a loaf. Two tandems were secured and one single. It was arranged that one tandem should pace the riders two miles, when the single would take them a mile and the other tandem would go the remaining two miles. The first tandem did its duty, and at the end of the first mile only four of the eleven aspirants for championship honors were left in the procession. John Lawson, "the terrible Swede," was behind the tandem, followed by G. E. Bicker, H. Vogt, and F. F. De Cardy. When the single came up Bicker sprinted for it and got the coveted position, while the Swede was in the rear. Lawson's trainer, Newberg, had a tandem, manned by Lindquist and Widner, on the backstretch for his protege's benefit, and the latter dropped back, hooked on to the tandem, and jumped the bunch. The single pacemaker was entirely unable to carry the men to the tandem, and the contestants set about doing it themselves. It was to no avail, however, for the Swede had a good lead and maintained it. The second regular tandem crew, seeing another team on the track, did not even pick up the men on the fourth mile. Bicker finished second, more than 100 yards behind the Swede, and De Cardy was third, as much farther back.

Lawson was Protested and Disqualified,

and, together with his trainer and Lindquist and Widner, ruled off the track. Bicker was also disqualified for accepting pace from one of the contestants, who dropped back a mile to help him.

The referee ended the whole fizzle by declaring the race off. He reconsidered his decision, however, reinstated the men, and ordered the race run off the next morning. The original field all showed up and tandems were again used to pace. This time Herman Vogt was the only rider who was able to hold the pace and he finished in 12:13½, the others all quitting.

In the open events in Class B on the last day the finishes were almost duplicates of those on the second day. Gardiner ran first with (to the other riders) painful regularity. Barnett once disarranged calculations by running second in the half-mile open. Gardiner did not start in the two-mile handicap and Kennedy and Cooper, with forty yards, were virtual scratch men. They were

Unable to Overtake "Mary" Anderson,

who had ninety yards, and he lost no time in getting up with his field, being near the front at the end of the first mile. He had no trouble in winning when it came to the sprint. Maxwell, with 110 yards, was second by three lengths and O. P. Bernhart was a good third from 150 yards.

Lee Richardson in addition to entertaining the crowds each day by his splendid exhibition of trick riding, at which he is growing more and more clever every day, rode a quarter mile backward against his own record of 1:05, and succeeded in lowering it to :53⅜. Richardson will be seen at many of the national circuit meets this season. Kennedy's attempt on the state record, heretofore described, closed the three days' track work and the meet.

Second Day's Summaries.

One-mile handicap for Galesburg riders.—C. M. Ridgely, 60 yards, first; H. C. Hill, 65 yards, second; B. Repine, scratch, third. Time, 2:28.

Half-mile handicap, Class B.—Arthur Gardiner, scratch, first; T. W. Cooper, scratch, second; G. A. Maxwell, 35 yards, third. Time, 1:04.

One-mile open, for riders in towns on the C., B. & Q. R. R.—B. Repine, first; A. A. McLain, second; C. M. Ridgely, third. Time, 2:34¼.

One-mile open, Class B, time limit 2:18.—Arthur Gardiner, first; T. W. Cooper, second; A. D. Kennedy, Jr., third. Time, 2:26¼. No race. Run-over, time limit 2:25, finished in the same order in 2:33. Race allowed.

One-mile Illinois Division championship, final heat.—A. A. McLain, first; A. V. Jackson, second: J. Bowler, third. Time, 2:32.

Half-mile open, to riders in towns on the C., B. & Q. R. R.—W. Turnbull, first; J. E. Miller, second; W. Vaughn, third. Time, 1:14¾.

Two-mile tandem open, Class B.—Tracy Holmes and James Levy, first; J Skelton and W. Bainbridge, second. Time, 4:45.

One-mile handicap, Class A.—Frank Wing, 40 yards, first; B. Repine, 45 yards, second; B. Hackett, 75 yards, third. Time, 2:22.

Half-mile Illinois Division championship, final heat.—A. V. Jackson, first; P. Skelton, second; J. Bowler, third. Time, 1:14¾.

Five-mile Illinois Division championship.—J. Lawson, first; G. E. Bicker, second; F. F. De Cardy, third. Time, 12:21½. Lawson was disqualified and the race declared off.

Third Day's Summaries.

Five-mile Illinois Division championship, run-over.—H. Vogt, first. Time, 12:13½. Vogt was the only man to finish.

One-mile 2:30 class, Class A, final heat.—C. Bode, first; A. V. Jackson, second; F. C. Van de Sande, third. Time, 2:30½

One-mile boy's race.—C. E. Breed, first; J Hopkins, second; A. H. Stewart, third. Time, 3:02½.

Half-mile open, Class B.—Arthur Gardiner, first; F. G. Barnett, second; T. W. Cooper, third. Time, 1:11½.

Half-mile for riders in towns on the C., B. & Q. R. R.—W. Turnbull, first; J. E. Miller, second; W. F. Selby, third. Time, 1:08½.

One-mile open, Class B, time limit 2:25.—Arthur Gardiner, first; T. W. Cooper, second, F. G. Barnett, third. Time, 2:36. No race and no run-over.

Two-mile tandem, Class A.—C. H. Peck and Frank Wing, first; J. Lund and J. Bowler, second; E. S Church and F A. Moore, third. Time, 4:46½.

Two-mile handicap, Class B.—E. E. Anderson, 90 yards, first; G. A. Maxwell, 110 yards, second; O. P. Bernhart, 150 yards, third. Time, 4:46½.

Two-mile Illinois Division championship.—G. E. Bicker, first; J. Bowler, second; W. F. Selby, third. Time, 4:42.

One-mile open, to riders in towns on the C., B. & Q. R. R.—A. A. McLain, first; B. Repine, second; H. C. Hill, third. Time, 2:38½.

Five-mile handicap, Class A.—B. Repine, 100 yards, first; W. B. Moore, 275 yards, second; R. P. Rice, 240 yards, third. Time, 12:37.

BROKE A WORLD'S RECORD.

SALT LAKE CITY, UTAH, June 19.—The finest day's racing ever seen in Salt Lake was witnessed at the Hot Springs track here today. The world's competition third-mile record was reduced to :41⅗ by Thatcher. Hyde won the mile open, Class A, in the splendid time of 2:10, the fastest Class A competition mile ever ridden in the west; also breaking the Pacific coast record by five seconds. The one-mile race Class B, was made in 2:19 and the one-mile Class B handicap was won by Evans from scratch in 2:18.



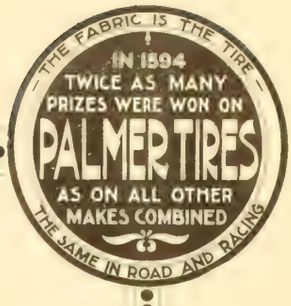
FRANK THATCHER.

In the third mile Claws Schefski jumped at the pistol and Thatcher promptly tacked on. The pace was terrific for an eighth, when Thatcher jumped the bunch and opened up a big lead. Evans came up from behind with his side-wheel rush, but could not make it win. Thatcher rode like a demon, and held his lead safely over the tape.

The one-mile Class A open was the prettiest race of the day. Crele and Rishel, on a tandem, paced the entire distance. Collinson made a jump for the tandem, but was under such headway that he ran by, and Hyde, who was second, got a grip on the rear wheel and hung on to the finish, Collinson dropping in behind Hyde. The tandem soon had the bunch strung out, and at two-thirds had shaken all but Hyde and Collinson, who rode as though tied to the tandem. At the eighth Hyde came out from behind, and in a splendid sprint succeeded in crossing the tape with his front wheel almost even with that of the tandem. Time, 2:10.



TWICE AS GOOD AS OTHER TIRES



TWICE AS GOOD AS OTHER TIRES

PALMER TIRES

SCOOPED

AT MANHATTAN BEACH. JUNE 15.
6 firsts, 3 seconds, 6 thirds, 15 out of 21; 10-m. world's record, Maddox, 21:39 2-5; 7-m. world's record, Baker, 15:08 2-5

AT GALESBURG. ILLINOIS STATE MEET.
15 out of 26 races. More than all others together.

AT SYRACUSE. JUNE 12.
14 out of 24 prizes, including W. E Shaw's competition half-mile record, Class A, 1:03 2-5.

AT WALTHAM. JUNE 17.
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TWICE AS GOOD AS OTHER TIRES





Beginning with this issue THE BEARINGS offers a $5 prize each week for the best paragraph not exceeding 300 words in length. Competitors for these prizes should remember that paragraphs should reach THE BEARINGS' office not later than Tuesday morning. Paragraphs may be any length so long as they do not exceed 300 words and may be on any subject of interest to wheelmen. THE BEARINGS reserves the right to use any and all paragraphs submitted. The initial prize winner is Mary E. Brook, of Sioux City, Iowa.

The Relay.

(With apologies to Mr. Tennyson's administrator.)

You must wake and call me early, call me early, trainer dear,
Tomorrow'll be the biggest day of all this cycling year.
Of all this scorching season, trainer, the hottest, swiftest day.
For I'm to finish the relay, trainer; I'm to finish the relay.

There's many a high-backed wheel, trainer, but none so high as mine;
There are gears elliptical and round, high, low, and out of line;
But none so swift as mine in all the club, they say,
So I'm to finish the relay, trainer; I'm to finish the relay.

I sleep so sound all night, trainer, that I shall never wake
If you do not call me loud, when the day begins to break.
And you must come and rub me down and earn the firm's fat pay,
For I'm to finish the relay, trainer; I'm to finish the relay.

The riders now are coming, trainer, way down across the state,
Rushing along in darkness chill, at a wild and reckless gait;
'Cross bridges, swamps, and cornfields, with sand along the way,
And I'm to finish the relay, trainer; I'm to finish the relay.

I've fourteen miles to ride, trainer, o'er a rough and heavy road,
To see the message safely lodged in the governor's abode.
It's rained each day for one straight week, but I'm eager for the fray,
And I shall finish the relay, trainer; I shall finish the relay.

. . . . . .

You must handle me quite gently, very gently, trainer dear,
For today has been the saddest day of all this cycling year.
I'm cut and bruised and battered up; my wheel is quite a wreck;
I tried to finish the relay, trainer, and I almost broke my neck.—DARK HORSE.

The Time to Ride.

I am not a racing man; I am not a centurion; I am not a tourist; I am not a manufacturer or dealer in bicycles; I do not belong to any cycling club; and am not a cycling celebrity in even a local sense. I am one of the great army of wheelmen who love their mounts and use them to advantage. Every pleasant morning I get up early, and after eating a slice of bread or a cracker, just to prevent the evil effects of riding on an empty stomach, I go out for a spin of ten to fifteen miles, and come back in time to change my clothes and eat my breakfast. Before I took to the wheel, which I did about two years ago, I was a victim of dyspepsia. My physician prescribed a diet and gentle exercise. That was what made me a wheelman. I am now cured, thanks to the exercise rather than the diet, for I did not obey the M. D.'s injunctions in regard to the latter as strictly as I should have done. I am not only cured of dyspepsia but I find that my morning ride makes my brain clearer and my perceptions more acute, and makes me a better business man. Evenings and holidays often see me on my wheel, but morning is my time, and *the* time to ride.—E. S. STONE, Chicago.

Rural Remarks.

Although cycling has now become so common as to be the rule instead of the exception, yet in many of the small country towns are found people whose acquaintance with the cycle has evidently been restricted to the knowledge afforded by the "ads" in the country paper. Consequently the cyclist may find much amusement in the innocent remarks of the rustics. At the "cattle show and fair" a bicycle race is now usually included in the programme, and the interest and excitement evinced by the farmers is not surpassed by a Springfield audience. They swarm over the track and keep up a continual procession through the dressing-room, usually underneath the judges' stand. At such a place a few remarks were heard that caused much amusement to the out-of-town racing men.

The attention of one rustic was attracted to the bottles containing the witch hazel of the racers, one of which was an old flask with its former label attached, and another an emptied Rubifoam bottle. He watched the rubbing down process with open eyed interest, and then slowly withdrew to the track. Meeting a compatriot they entered into conversation, which, after due consideration of the weather, turned upon the races of the day. There were a few preliminary remarks, when the following was overheard:

"Yew'd ought ter see what them fellers are rubbin' on t' their legs. One uv 'em is usin' mewratick acid; turrible pizen, yer know."

"What, t'ell!"

"Yas, an' M——'s usin' that Rubifoam, kind er tooth powder, yer know."

The listener inwardly agreed that muriatic acid was bad enough, but tooth powder on legs was quite too much.—MAX MINER, Charlemont, Mass.

THE FREDONIA MEET.

FREDONIA, N. Y., June 22.—Owing to the threatening weather of Friday the joint meet of the Fredonia A. C. and the Ramblers B. C., of Buffalo, was postponed until today, when the weather was all that could be desired. The meet was opened with a twenty-mile road race from Fredonia to Brocton and return. The rain of the last two days had left the roads in only a fair condition, and of the forty-four starters thirty-three finished. Archie Le Jeal, the Erie boy, captured the time prize from scratch, and in doing so lowered Linneman's record of 59:01⅗, made in 1893, by over three minutes. John Penseyres, of the Press C. C., won second time prize, and Blake third, both lapping Le Jeal's wheel. The first twelve finishers in the road race were as follows:

PO.	NAME.	HDCP.	TIME.
1	W. H. Williamson	5:15	59:00
2	A. P. Tastor	2:15	56:21
3	G. C. Cunningham	5:30	59:55
4	O. Maya	1:45	56:15
5	J. N. Durrell	5:45	1:00:36
6	C. Jackway	4:30	59:37
7	C. A. Sliker	2:45	57:25
8	C. M. Horan	4:45	1:00:31
9	M. Neibel	5:15	1:01:02
10	A. L. Le Jeal	scr.	56:02
11	J. Penseyres	scr.	56:02 1/5
12	W. R. Blake	scr.	56:02 2/5

The Track Races.

At the Driving Park where the meet itself was held was assembled nearly the entire population of Fredonia and many visitors from the surrounding towns. The attendance was not so large as was expected, as Saturday is Fredonia's busiest day. The track was hardly in a better condition than the road, and in spots was so treacherous the riders had to exercise the greatest care. In the half-mile scratch quite a field was brought together. Dirnberger and the Syracuse team were at Philadelphia, thus leaving the battle practically between Jenny, of Utica, and Callahan, of Buffalo. It was a well-fought race, but the Utica man came off the victor. Callahan, however, captured the one-mile handicap, in which his Utica opponent also started.

The one-mile handicap, Class A, was a mass of confusion, and

Had Quite a Disastrous Result.

Forty men lined up at the call of the starter, and the race was run in one heat. A few yards from the tape on the second lap two men went down on a soft spot, and another man took a header over them. This was followed by an awful spill on the backstretch, and when the smoke cleared away several were lying unconscious on the track. The race was finally finished with Hampel in the lead. Among the injured were J. S. McFarland and "Pop" Foell, both of whom were badly bruised. G. G. Box broke his wrist, Decker was cut up a bit, and E. F. Ernst had his shoulder badly bruised.

Summaries.

Half-mile scratch, Class B.—F. J. Jenny, first; C. H. Callahan, second; E F. Leonert, third. Time, 1:17⅘.

One-mile, handicap, Class A.—J. Hampel, 30 yards, first; H. F. Huehne, 70 yards, second; E. D. Mills, 55 yards, third. Time, 2:16½.

One-mile handicap, Class B.—C. H. Callahan, 40 yards, first; F. J. Jenny, scratch, second; W. A. Lutz, 85 yards, third. Time, 2:25⅘.

Half-mile scratch, Class A.—H. G. Winters, first; W. E. DeTemple, second; C. Werrick, third. Time, 1:14⅘

Two-mile lap race.—F. A. Foell, first; A. E. Weinig, second; C. Werrick, third. Time, 5:15⅘.

One-mile scratch, Class B.—C. H. Callahan, first; F. J. Jenny, second; W. A. Lutz, third. Time, 2:29⅘.

Half-mile handicap, Class A.—C. V. Brunner, first; C. D. Munger, second; G. K. Fullager, third. Time, 1:04⅖.

Five-mile handicap Class A.—W. De Temple, 160 yards, first; C. D. Munger, 440 yards, second; A. E. Mundie, 120 yards, third. Time, 12:48⅖.

CUBAN RACES.

HAVANA, CUBA, June 17.—Yesterday the Sports Club ran a special race for the Verona premium. As there was considerable dissatisfaction among the members of the club in regard to the running of the recent championship race, it was decided to run this race against time, each rider to ride the distance, five kilometers, alone, the one making the best time to be declared the winner. The race started at 7:30 o'clock in the morning in a high wind and a hot sun. The result was as follows:

Gomez Pego, first, in 7:41⅕; Velasco, second, in 7:48⅕; Codina, third, in 7:51⅘; Cao, fourth, in 7:56; Pippo, fifth, in 8:06.

The winner is the champion of Cuba and won by a good margin. He rode a Humber.

On the evening of the same day the members of the Club Biciclista de la Habana and of the Sports Club held a meeting at which the two clubs were amalgamated under the name of the Club Velocipedico de la Habana. The union of the two clubs means the booming of the sport in this island.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES



This engraving illustrates the trophy that is to be given by Morgan & Wright for the unpaced mile record made in 1895. No cut can give an adequate idea of the beauty and richness of the trophy for which so many good riders will strive during the season. A few facts in regard to it may be of interest.

The weight of the trophy is 520 dwt., or 2 1-6 pounds, and is made of 24-kt. gold, .998 fine, U. S. mint assay. It is worth about $700. Each time the mile unpaced record is broken during the season a small fac-simile of this trophy, worth about $25, will be given, and at the end of the year the big chunk of gold will go to the man who holds the record. Full particulars in regard to the conditions under which this trophy and the small fac-similes are to be given may be learned by addressing Morgan & Wright, Chicago.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

FAST RIDING AT WILKESBARRE.

Remarkably Fast Times and Close Finishes Mark the Wilkesbarre Races—Sanger Makes His Debut as a Professional—Bald the Star of the Occasion.

WILKESBARRE, PA., June 25.—The half-mile open was won in 1:00½, just half a second outside the competitive record; the one-mile open was won in 2:07; the one-mile handicap was won in 2:07, the scratch man riding in 2:07⅗, the fastest time ever made in a handicap; a half-mile professional record of :58⅗ was established, lowering Johnson's Philadelphia professional record; a half-mile was ridden by a quadruplet team in :57, the fastest time for the distance ever made in this state; the track was in excellent shape, the attendance was over 4,000, and the prizes were nearer to advertised values than any that have been seen on the circuit so far this year. Such is the record of the Wilkesbarre meet.

Sanger's Debut as a Professional

was made at this meet, when he went for a half mile against time, and covered the distance in 58⅗ seconds. He was loudly cheered when he came on the track and as he finished, and when the remarkably fast time was announced the grand stand went wild with enthusiasm. The performance is better than the figures indicate, for, while the track was in excellent shape a little way out from the pole, the riding at the pole was not good, and the new professional star was obliged to go more than the half-mile that was scheduled for him. Sanger leaves here tonight for New York with Dave Shafer to consult with his firm, and will be in Philadelphia on Saturday next to ride in the professional events in which Johnson is entered.

Edward "Cannon" Bald

justified his new sobriquet when he flashed across the tape in the one-mile open in 2:07, scarcely more than a tire's width ahead of Cabanne—who is now riding in remarkably good form—and less than half a length ahead of L. C. Johnson, who in turn was only a foot ahead of Coulter. The race had been a puzzle from the start. Mayo and Saunders on a tandem paced. Ziegler failed to qualify in his heat. The men who did qualify lined up in this order from the pole: Cabanne, Bald, McDuffie, Coulter, O'Connor, L. C. Johnson, Helfert, and Coburn. Asa Windle started Bald, and at the crack of the pistol he was off ahead of all the others and tacked on to the tandem, while Johnson caught his rear wheel, followed by Coulter, Cabanne, McDuffie, Helfert, and O'Connor. When the last quarter was reached the tandem, according to instructions, dropped out, and for a moment the field slowed perceptibly.

O'Connor was the First to Sprint

and came out the bunch with a rush. He was followed by Johnson, who rounded into the homestretch with what looked to be a safe lead. Bald, however, was not to be left out of the calculations. He emerged from the bunch with that even, steady sprint of his and rapidly forged to the front, followed like a shadow by Cabanne. The pair overtook Johnson six yards from the tape and passed him. Bald was inches, only, ahead of "Cabby," and he was but a trifle more ahead of Johnson.

In the mile handicap Titus, Cabanne, and Coulter were on scratch and Allen at thirty-five and Jenny at forty-five yards. A dozen men started. Sims, now under suspension, shoved Titus and

Beat the Gun for Several Lengths.

Titus got away from the others and catching the center bunch worked his way to the front. Kaiser was leading the limit men a merry chase. Titus worked up, and at the three-quarters was in the front bunch. Cabanne, after pacing, gave up the struggle; but not so Coulter, who came through finely and as he crossed the tape was between Titus and the fence but in the fifth position. Titus was fourth. As the bunch came down the stretch Jenny pulled out but Allen was after him and was the stronger of the two, winning by a wheel's length. Coburn was a close third. The time of Allen was 2:07 and the time of Titus 2:07⅖. Had the time been properly taken it would have been a competitive handicap record.

In the half-mile open Cabanne worked his finishing sprint to perfection and beat out Jenny after that rider had gained a couple of lengths lead. In the A events Krick won the half mile, and Douglas, the half-mile swimming champion of the world, caught the two-mile handicap in good style.

Summaries.

One-mile novice.—H. G. Frantz, first; J. D. Cox, second; W. F. Wagner, third. Time, 2:32⅖.

Half-mile open, Class B, final heat.—L. D. Cabanne, first. F. J. Jenny, second; E. C. Johnson, third. Time, 1:00½.

One-mile, Luzerne County championship.—C. A. Keller, first; O. J. Smith, second; H. W. James, third. Time, 2:43.

Two-mile handicap, Class A.—W. G. Douglas, first. Time, 4:41⅖.

One-mile open, Class B, final heat.—E. C. Bald, first; L. D. Cabanne, second; E. C. Johnson, third. Time, 2:07.

Half-mile open, Class A, final heat.—C. W. Krick, first; C. B. Jack, second; A. F. Diffender, third. Time, 1:21⅕.

One-mile handicap, Class B.—F. H. Allen, 35 yards, first; F. J. Jenny, 45 yards, second; J. C. Coburn, 90 yards, third. Time, 2:07.

SECOND DAY AT WILKESBARRE.

WILKESBARRE, PA., June 26.—The second day of the meet was quite as replete with surprises as the first, although records were impossibilities, owing to the strong wind. The attendance was much larger than yesterday owing to the fine performances then. The track was kept clear and the management was good. Previous to the half-mile open it was announced that the suspension of Sims had been raised and that he would compete in the event. He is still under investigation, however. Sanger left for New York last night.

In the half-mile open two heats were run, and in the second Dirnberger and Sims failed to qualify. The final was tandem paced, and in the rush for the pacemaker Jenny came out victorious, with Ziegler second, and L. C. Johnson and Coulter following. The finish occupied but a few moments, but the constant shifting of the men made them exciting ones, Ziegler finally won by a foot from Coulter, who was six inches ahead of Jenny, with Johnson and Brown close up, all fighting hard.

In the one-mile state championship

The Men Were Called Back for Loafing,

and George Ruppert, son of the millionaire brewer, was put in to pace. He cut the first half in 1:08 and dropped back, but when he saw the field slow down be rushed ahead again, and livened up the pace.

In the first heat of the Class A two-mile open there was no time limit, but the referee ordered a run-over on account of the slow time. Dawson failed to qualify in the first trial, but did in the run-over, and after that won the final with apparent ease from Douglas.

Bald caught the tandem in the one-mile open and won in 2:08 in a close finish with Cabanne, with Ziegler third well up. Cabanne won the two-mile handicap from scratch, from Barrick, a 210-yard man, and Titus did more than his share of pacing in this event.

The meet closed with an exhibition mile by Ziegler, who rode behind the Syracuse quad in 1:58⅗.

ZIM GETS A RECORD.

PITTSBURG, PA., June 22.—The first race meet of the season opened last night and was continued this afternoon. The races were under the auspices of the Pittsburg Athletic Club and on Friday were held in the evening by electric light. McDuffie, Silvie, Baker, Fisher, Eddy, Barry, and Allen were entered in the Class B events but only Baker and Silvie showed up and the Class B races were called off for the second day. The management will enter charges against the balance.

Zimmerman was the center of attraction. On Friday evening he came out and did a mile, paced by Starbuck and Bartholomew on a tandem, in 2:03. On Saturday afternoon he reduced it to 2:00 flat, which is the world's record for a quarter-mile track. In the mile open Saturday Trappe, of Cleveland, was badly injured in a spill.

Friday's Summaries.

Quarter-mile open, Class A.—Banker, first; Tappe, second; Helms, third. Time, :34.
Quarter-mile open, Class B.—Baker, first; Silvie, second. Time, :33⅗.
One-mile open, Class A.—Banker, first; Hale, second; Goble, third. Time, 2:31.
Half-mile open, Class B.—Baker, first; Silvie, second. Time, 1:10⅗.
Half-mile open, Class A.—Banker, first; Aughenbaugh, second; Scheck, third. Time 1:19⅘.
One-mile open, Class B.—Baker, first; Silvie, second. Time, 2:24⅘.
Two-mile open, Class A.—Helms, first; Withington, second; Goble third. Time, 5:16⅗.

Saturday's Summaries.

Half-mile open, Class A.—Banker, first; Aughenbaugh, second; Patterson, third Time, 1:10⅘.
Half-mile state championship.—Banker, first; Scott, second; Irons, third. Time, 1:11.
One-mile open.—Redfern, first; Scott, second; Withington, third. Time, 2:56.
One-mile county championship.—Redfern, first; Scott, second; Mazer, third. Time, 3:25⅕.
Five-mile state championship.—Irons, first; Patterson, second; Nelson, third. Time, 13:39⅗.

"BIG" WELLS IN FORM.

SANTA CRUZ, CAL., June 15.—The races given by the Pilot Wheelmen of this city, in connection with the water carnival were well attended and although the time in some of the heats was slow, several fine finishes took place.

The races took place at Vue de L'Eau Athletic Park on the reconstructed three-lap dirt track, laid there two years ago, and which had never been used until today.

Charles S. Wells was the star of the day, showing wonderful form and defeating Burke and Castleman, his only competitors, in the final of the half mile with the greatest ease.

The final of the one-mile, Class A open, ended in a hot fight between Terrill, McFarland, and Vincent, but Terrill's sprinting abilities stood him in good stead and he passed over the tape a winner by a small margin, Vincent second and McFarland third.

Summaries.

One-mile novice.—V. H. Tuttle, first; Emil Malgren, second; J. C. Willoughby, third. Time, 2:56¼.

One-mile open, Class A.—H. F. Terrill, first; S. B. Vincent, second; F. A. McFarland third. Time, 2:31⅗.

Two-mile handicap, Class B.—Russell Cushing, 160 yards, first; H. C. Smith, 150 yards, second; G. A. Nissen, 160 yards, third.

Half-mile open.—Chas. S. Wells, first; W. A. Burke, second; Casey Castleman, third. Time, 1:09⅕.

Two-mile handicap, Class A.—F. A. McFarland, 60 yards, first; L. T. Wagner, 175 yards, second; E. Malgren, 150 yards, third. Time, 4:56.

Matthey Reaches Chicago.

Private Alfred Matthey, of the United States Army, reached Chicago last Saturday, at 1:45 p. m., having ridden from New York in 13 days, 7 hours, and 45 minutes. Matthey carried dispatches from General Miles, at Fort Hamilton, N. Y., to General Merritt, at Chicago. He had several tough experiences on his trip, but thinks that he could make the ride a day faster.

B U I L T



The Sterling Calendar

Lithographed in colors with 24 application blanks for the L. A. W. Sent free on receipt of stamp to cover postage.
We pay postage to clubs.

WINS SINCE LAST REPORT:

BOSTON, MASS.—One-third mile (time 43 sec.) "Doc" Brown beats Cabanne, Tyler, and Dirnberger.
CONNELSVILLE, IA.—Two seconds, one third.
GRINNELL, IA.—Five firsts, two thirds in six races.
MERIDIAN, MISS.—One first, two seconds, two thirds, in seven races.
BAY CITY, MICH.—Three firsts, four seconds, four thirds, in five races.
DIXON, ILL.—Second in ten-mile road race.
EL PASO, TEX.—One first, two seconds, two thirds.
HAMILTON, ONT.—Two firsts, one second, in three races.
ARDMORE, I. T.—First, second, and third in one-mile novice.
ELGIN, ILL.—Four firsts in four races.
YPSILANTI, MICH.—Five firsts, four seconds, four thirds.

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L I K E A W A T C H

JENNY THE BEST MAN.

The Dispute over the Championship of Utica Settled at Last—Interesting Races.

UTICA, N. Y., June 20.—Today, for the first time in years, the Utica Cycling Club has had a successful race meet, due in part to the good weather, as almost every date set heretofore turned out rainy. The club is now congratulating itself for having cleared a trifle under $400.

Profiting by some unfavorable phases of management during former years, the club carefully watched every detail. The city has taken a new interest in wheeling this year and when the promoters of the Utica meet learned that the fine new bicycle academy was to be opened a few days before the meet, they hustled around and persuaded the proprietors of the academy to wait until the evening before the meet to open their place After securing the postponement, the club arranged a lantern parade for last evening and it was

Witnessed by 30,000 People,

who thronged the thoroughfares. There were 320 illuminated wheels in line, including four of the G. O. O. pattern. The event of the evening was intended as an advertisement for the meet the next day, and it created results, as about 2,500 people were at the races today.

The track, under decent usage, has no equal among the dirt tracks of the country, and Monday it was inferior to none. The owners permitted a horse trot, however, and the track was so badly cut up that the record breaking which had been expected did not occur. However, the races were close and interesting, all the finishes, except the Jenny-Helfert match and the Class A mile handicap, being extremely exciting.

The Novice was a Loaf

except at the sprint, and was won in the slow time of 2:58 flat. The next race was a half-mile invitation between the two local B men, Frank J. Jenny and Wallie J. Helfert. The rivalry here is intense and the controversy between Doctor Depew and Governor Altgeld as to the end of an ox from which the horns protrude was never for a minute in it with the hot stuff which goes back and forth from admirers of the Utica champions—joint champions of Utica, as some one has said. Knowing that a race with only the two rivals in it would be a drawing card, the management finally matched them, Helfert winning the toss on pacemakers and selecting a tandem. Mayo and Saunders were secured for the work, and when the event was called Helfert again won the toss for position and put Jenny behind the red machine, going last himself. They got away, flying start, at a rather slow gait, which did not seem to increase at any time to a pace which worried the single riders behind. Jenny clung to the tandem as though tied there and Helfert hung to him like a leech. Coming into the stretch the tandem drew out and left the rivals to fight it out. With

A Sprint Worthy of the Columbia Cannon Ball,

Jenny let out and went away from Helfert in a way which instantly settled the question. The crowd shouted itself hoarse as Jenny went over the tape four or five lengths to the good, the hubbub increasing when the men came back and shook hands. The time was 1:00⅘.

The best race of the day, by all odds, was the half-mile B open. Fisher, Barry, and Allen, who ride the "Bob Whites" of the Barnes company, lined up from the pole in order, with Helfert and Jenny next. The Falcon flyers, Coulter and Ziegler, were next in line, and the crimson rims were represented by Terrill, Coburn, O'Connor, and Dirnberger. Steenson and Conn Baker also rode. The gait was a good one for the wind blew up the backstretch and the men were bunched at the turn, Allen leading, with Coulter and Ziegler at either side, Jenny being very prettily pocketed. Coulter and Ziegler were both figuring on places with Allen, when the latter suddenly shot away and opened the pocket. Jenny caught the opportunity quick as a flash, and not only sprinted past the Falcons, but overtook Allen a length from the tape, and

Jumped his Wheel Ahead

of him in a magnificent win. It was of course a popular Utica victory.

There was an incident in the B two-mile handicap which ended unpleasantly. After the men had closed up and were on the last lap there was a cry of foul as they ran by the judges' stand, and it was seen that Allen, of Springfield, and Dirnberger were having it out. Neither man secured a place, Coulter, Helfert, and Ziegler dividing the honors in order.

After the race the incident saw its close out in the tents. Allen and Dirnberger had some words and separated. Very soon, however, King Michael strode over to Allen's tent again and the dispute was renewed. It is said that Mike floored Allen. Dirnberger did not deny it, or would Allen admit it. Anyway, the reason assigned by the former for all the trouble is that the Springfield man put out his hand and pushed Dirnberger against the fence at one of the turns.

Summaries.

One-mile novice.—C. Smith, first; William Knefier, second: J. Frank Kivlen, third. Time, 2:58.

Half-mile invitation, Class B.—F. J. Jenny, first; W. J. Helfert, second. Time, 1:00⅘.

Half-mile open, Class B.—Frank J. Jenny, first; Otto Ziegler, second; Fred H. Allen, third. Time, 1:12⅘.

Half-mile open, Class A.—K. B. Schmidt, first; A. J. Pendergast, second; W. E. Shaw, third. Time, 1:21.

One-mile invitation tandem, Class B.—Coburn and O'Connor first; Mayo and Saunders second. Time, 2:29⅘.

One mile handicap, Class A.—J. E. Hornung, 140 yards, first; F. W. Palmer, 50 yards, second; A. E. Hughes, 30 yards, third. Time, 2:20⅕.

One-mile open, Class B.—Otto Ziegler, first; C. R. Coulter, second; W. J. Helfert, third. Time, 2:20.

One-mile open, Class A.—A. J. Pendergast, first; A. E. Wienig, second; L. H. Tucker, third. Time, 2:26⅘.

Two-mile handicap, Class B.—C. R. Coulter, scratch, first; W. J. Helfert, 50 yards, second; Otto Ziegler, 20 yards, third. Time, 4:55⅗.

EASY FOR DAVIDSON.

TORONTO, ONT., June 25.—The Ramblers' Cycling Club held their first race meet on the new track on Saturday afternoon, in the presence of over 2,000 spectators. There were seven events on the programme, but owing to the numerous entries sixteen races were run off. Harley Davidson, of the Brantford team, was the star of the occasion, winning the half-mile and the two-mile Class B events.

In all the races very fast time was made, and with the exception of the first heat in the 2:50 class all the mile events were ridden in less than 2:30. The two-mile open for Class B riders brought out a good field, including Harley Davidson, B. Hyslop, ex-Canadian champion; Angus McLeod, L. D. Robertson, Gibbons, Gratz, Young, and Hensel. Hensel has quite a reputation as a long distance rider, and he started off with a great spurt from scratch, and covered first mile in 2:21. On the bell lap there was a great race for the tape between Davidson, Young, and McLeod, who crossed the tape almost together in the order named.

Summaries.

One-mile novice, Class A.—Sam Young, first; Lou Bounsall, second; G. H. Doherty, third. Time. 2:26.

Half-mile open, Class B.—H. Davidson, first; Angus McLeod, second; S. H. Gibbons, third. Time, 1:05⅘.

One-mile 2:50 class, Class A—C. F. Heebner, first; J. Wills, second; Lou Bounsall, third. Time, 2:28⅗.

Two-mile open, Class B.—H. Davidson, first; F. W. Young, second; W. R. Hensel, third. Time, 4:50⅕.

One-mile open, Class A.—W. Hulse, first; F. R. Crowley, second; E. J. P. Smith, third. Time, 2:25⅕.

One-mile handicap, Class B.—W. M. McIntosh, 15 yards, first; F. W. Young, 50 yards, second; R. E. McColl, 60 yards, third. Time, 2:14.

Two-mile 5:40 class, Class A.—Cecil Elliott, first; J. Wills, second; C. L. Wisner, third. Time, 5:18⅗.

YPSILANTI'S SECOND ANNUAL MEET.

YPSILANTI, MICH., June 20.—The second annual meet of the Ypsilanti Wheelmen opened today. There was a large attendance, and the weather was as fine as the weather man had in stock. Percy Patterson, of Bay City, Michigan's crackajack, rode a flying half in 1:04, one second under state record. There was a large entry list, and all of the races had to be run in heats.

Summaries.

One-mile novice.—V. O. Ford, first: G. F. Fisher, second. Time, 2:47.

Quarter-mile open.—F. Hicks, first; F. C. Schrien, second. Time, :32¾.

One-mile open.—F. C. Schrien, first; F. Hicks, second. Time, 2:40.

Three-mile lap race.—A. F. Little, first; F. F. Rough, second; S. Porter, third. Time, 7:49.

Second Day.

YPSILANTI, MICH, June 21.—The feature of today's races was a five-mile match race between Percy Patterson and W. L. Swendeman. Patterson won the race in 12:51, lowering the state record six seconds. In the mile handicap six men fell in a bunch, but no one was seriously injured.

Summaries.

One-mile, 2:45 class.—H. D. Tudhope, first; Fred Bedore, second. Time, 2:27.

One-mile handicap.—C. D. Wilson, first; Vernon Bush, second. Time, 2:18¾. Schrien won the race, but was disqualified for foul riding.

Quarter-mile open.—Dead heat between Morris and Hicks, Schrien third. Time, :33.

Half-mile open.—Schrien, first; Longhead, second. Time, 1:14.

ALLEN WANTS TO RACE DIRNBERGER.

SYRACUSE, N. Y., June 24.—Ever since that speedy boy from Buffalo was nicknamed "King" Michael by the management of the Syracuse Cycle Co. there have been a number of racing men who, feeling that they were as justly entitled to the appellation as Dirnberger, have been eying the little fellow in red a trifle jealously. Perhaps they have said things behind his back, and perhaps they have not, but at any rate there is one local rider who is willing to come out and say to "King" Michael's face all that he has got to say in connection with any question of relative merits on the track. This man is F. H. Allen, of the Barnes team, who has issued a challenge to the redoubtable "King" Michael to meet him at any race meet in the state for a match race of one mile. Allen says that he would prefer to meet Dirnberger on the local track at Kirk Park, but will not object to the time and place that Mike may name.

W. E. Shaw, the Boston Class A whirlwind, who has been showing his rear wheel to all the first letter men down the circuit, will locate in Syracuse shortly and do his riding for the Syracuse Athletic Association.

L. A. Weidlein, of Morristown, Ill., won the annual Y. M. C. A. road race at Davenport, Ia., last Tuesday from the four-minute mark. C. T. Boyschau, of Chicago, won time prize in 33:49 from scratch, with R. P. Searle second. Sam T. White, another Chicagoan, finished in twentieth place.

BY THEIR PROWESS---

Great men are born, not made; so says the old proverb. It was before the time of the Sycamores. Crimson Rims make great men, and the most recent incident is illustrated in the

REMARKABLE MILE

ridden by a novice, John Schaefer, in Syracuse. A mile in 2:15; a worthy effort, and a crown for the fortunate man. He rode a Crimson Rim, and the prophecy—"The Crimson Rims make champions out of novices"—only demonstrates that the wheel and men who ride it know the steed under them. Dirnberger, Terrill, Coburn, Hamilton, DeCardy, and O'Connor ride the SYRACUSE.

HIP, HURROO! FOR THE SYCAMORE RIDERS.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

To Stearns Agents

Order your Yellow Fellow fitted with the

Best Tires on Earth==

THE DUNLOP

E. C. Stearns & Company

Are now in a position to supply them promptly.

AMERICAN DUNLOP TIRE CO.

504=506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL.

36=38 Lombard St., TORONTO, CANADA.

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THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, JUNE 27, 1895. No. 17.



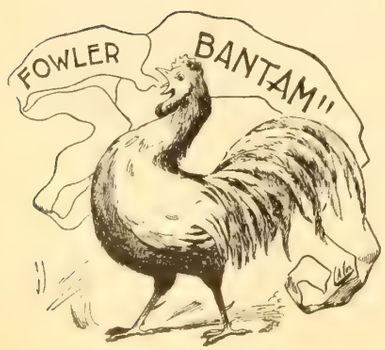
VICTORY!!!



The authorities of the greatest and grandest government on God's green earth—the United States of America—have just granted a patent on the strongest, most rigid, and best bicycle frame made—

THE FOWLER TRUSS FRAME

Interesting particulars will be forthcoming in our next FOWLER TRUTH, that we warrant will be most eagerly read by those who **didn't have enough brains and mechanical skill** to originate a bicycle, but **actually stole bodily** every feature of the Fowler (except some later ones that were exhibited at the Galesburg meet, and which they examined closely and in some cases took dimensions) including the truss frame. If there is any virtue in the patent laws of the United States, and there is any infringement of those laws as regards the Fowler truss frame (patented), you may rest assured immediate steps will be taken to protect the right of the inventor, E. M. Graham, and the Hill Cycle Mfg. Co. as their interests may appear.



HILL CYCLE MFG. CO.

MAKERS OF
TRUSS FRAME FOWLER BICYCLES,

142-148 W. WASHINGTON ST., CHICAGO, ILL.



TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ADVERTISERS, ATTENTION.

After July 1 "The Bearings" will not publish in its trade columns any cut of the ordinary type of bicycle exceeding 2 1-2 inches in width.

KANSAS CITY CYCLE SHOW.

KANSAS CITY, MO., June 24.—A cycle exhibition was given at the Y. M. C. A. rooms June 19, 20, and 21. The exhibits were very tastefully gotten up, the attendance was large, and some of the dealers expressed themselves as being well pleased with the practical results of the show. Clark Bros. showed the Cleveland, Niagara, and the Crescent, fourteen wheels in all. The Columbus Buggy Co. showed the National, America, Frazier, and the Columbus. C. H. Rebensheid & Son had the Stearns, Humber, and Norwood, and J. F. Schmelzer & Sons, the Columbia, Keating, and line of sundries. The Egnew Bicycle Co. showed fourteen wheels, comprising the Sterling, Munger, Union, Johnston Two-speed, Avery, and Imperial. The Boyd Cycle Co. had the Eagle and Eclipse; H. J. Brunner Hardware Co., the Rambler and Winton; the Midland Cycle Co., the Thistle and Falcon; the Aladdin Cycle Co., the Remington, Czar, Napoleon, and Aladdin; the Mueller Cycle Co., the Fowler, Monarch, and Waverley; the American Cycle Co., the Peerless and Pierce lines; the Central Cycle Co., the Victor and Smalley; M. E. Smith & Son, the Syracuse and Crawford; and Hatch Bros., the Spalding.

WILL LOCATE AT THOMPSONVILLE.

SPRINGFIELD, MASS., June 24.—The Lozier company has decided to locate in Thompsonville, Conn., nine miles below here and will occupy the now vacant factory of the Hartford Carpet Works. The company will employ 200 hands at the start and expects to increase the number to 600 or more later. The company's plans are not fully matured yet, but they are under consideration and will be completed ready for pra tical application in a short time.

$2.40 PER REVOLUTION.

EDITOR THE BEARINGS: An erroneous impression seems to have gotten abroad among racing men as to the race for the big chunk of gold known as the Morgan & Wright trophy for unpaced records for 1895. A great many of THE BEARINGS' readers who are racing men are under the impression that this 2½ pounds of yellow metal must necessarily go to one of several of the great racing men now before the public. Such an idea is absolutely incorrect.

Every day young men are pushing themselves forward out of obscurity—men unknown in the cycling columns of newspapers, unknown to cycling club life—and are making names and reaping honors for themselves. There are a great many speedy men in the country who may never become noted as race winners, but who possess that grit and determination necessary for superior unpaced work against time.

Each time the unpaced mile record is broken during the season, a small facsimile of the trophy will be given the record breaker, whoever he may be; this piece of gold is worth about $25. At the end of the year the big lump of gold, which weighs 520 pennyweights, and is made of 24-karat gold .998 fine, United States mint assay and worth $700, will be sent to the man who last holds the world's record for the season.

CHICAGO, June 21, 1895. MORGAN & WRIGHT.

The Tally-Dial Cyclometer.

The Tally-Dial Cyclometer Co., of Newport, R. I., is making Burleigh's Tally-Dial Cyclometer, selling it for $2. The instrument weighs three ounces, and registers to 1,000 and repeats. It is noiseless and accurate, and can be easily read. It is made for 26, 28, and 30 inch wheels, and is attached to the axle of the front wheel. It registers the smallest fraction of a mile and repeats, and can be set back to 0 at any time by the holder of the key only. A cut of the cyclometer will be found in the company's advertisement.

The Waltham Mfg. Co.'s New York agency, the Trout Cycle Co., was recently robbed of eight wheels, a number of sundries, and some cash. Among these machines were three Orients—a ladies roadster, No. 712; an Orient racer, No. 703, and a light roadster, No. 603. The store was entirely cleaned out.

A pneumatic, says the *Cycliste Belge*, which, without extensive advertising, has attained a universal reputation, must surely be an excellent tire. This is what can be said about the Palmer.

CAN NOT GET ENOUGH WHEELS.

New York Dealers Will Not Sell Wheels for Immediate Delivery—Gotham Trade News.

NEW YORK June 24.—As the summer season presents itself the cycle dealers hereabouts declare business to be better if possible than has been the case at any time since the wonderful jump in trade.

With a view to ascertaining how bad or good trade is among the dealers, whose only cry is, "Give us wheels," THE BEARINGS' man started out one day last week armed with the permission of a big jobber downtown to purchase 2,000 wheels, spot cash, at any figure up to a certain amount. Not less than a dozen stores where various grades are handled were visited, and in every case a request for 200 bicycles for cash was met with, "We really couldn't get you one machine, even at double list price. If you want to leave your order to be filled, not before September 1, we will take it, but under no circumstances can we catch up on regular trade before then; may be not so early as that."

At the Starr Cycle Co., 53-55 2d Street, the store is packed with machines waiting for tires, before they can be sold. Mr. Starr has been very fortunate in getting hold of bicycles, but wheels without tires are quite as useless as daylight to a blind man. Mr. Starr tells a good story of himself, connected with the winner of the Irvington-Milburn race. He had taken his Fowler Bantam out to the course, on the morning of the big event, and stood chatting with some friends at the Hilton Hotel as the men began to leave for the tape, about a mile away.

A Small, Unimportant Appearing Chap,

with "No. 67" fastened to his back, mounted his wheel and headed for the starting point. He had not gone over 100 yards when his tire deflated, and, all excitement, Richt, for it was he, hurried back to the hotel to get another mount.

Simultaneously both Starr and Johnny Schoefer, the latter connected with Hartley & Graham, the Remington people, rushed toward the man who was destined to win the cycling Derby of the east. Schoefer beat out Starr by inches, and being the first to reach Richt was rewarded by the latter accepting the proffered Remington, on which the race was won. Starr is making quite a splurge in Globes of late, which line, by the way, is rapidly finding a warm place in all wheelmen's hearts, thanks to the clever advertising of its New York agent.

Tom Eck is nothing if not enthusiastic when he wants to be, and to hear him relate the story of Johnson and the Waltham meet recently stirs one's patriotic feelings clear to the core. Says Eck: "Old Pete Berlo's quad team came out on the track all attired in black tights and socks to match. The quad is a dark wine color and the men, I'll tell you, looked fine, as they moved so uniformly on it. Then Johnny came out in his white silk suit trimmed with black. He had his Barnes racer, enameled white all over, and the band played 'America.' Gee! say, it was fine. Well, the men on the quad rode easily around with Johnny following and as they came down the homestretch ready to go, that old band hit up 'Yankee Doodle' as it never was played before, and—say, well I just felt like yelling aloud. There's nothing like a band of music to me, and Johnny says the effects are inspiring to him." If Johnny and Zim could only meet in that match race and the band would play 'Star Spangled Banner,' Johnny would win just as sure as he retained his hearing long enough to get next to that tune."

Business Continues Splendid

with the Columbia Rubber Works, in their new home, 66 Reade Street, which is exactly opposite to the old place. J. C. Pierrez says that they are still some 18,000 tires behind in their orders, having caught up over 7,000 in less than three weeks. Mr. McDowell, of the Union Cycle Mfg. Co., came down from the factory last week to get some Palmer tires. He expected at least 100 pairs, but after two hours in town he considered himself fortunate in getting hold of five pairs.

J. Fredenstein, of the Anglo-American Iron & Metal Co., sailed for Europe Saturday. He will be gone about two months, and while away will temper business with enough pleasure to make the trip an enjoyable one.

Prof. Fred Foster, the old-time six-day rider, has opened the American Bicycle Riding Academy in the American Theater Hall, 42d Street and Eighth Avenue. He has a corps of six instructors, and says that business has started in most encouragingly.

P. W. Tillinghast is no longer connected with the Tillinghast Mfg. Co., having joined the forces of the New York Tire Co., which will in future manufacture the celebrated Tillinghast tire in connection with the famous New York lines. The Tillinghast tire readily commends itself to any average practical student, its style of fastening by means of a steel band, the edges of the outer cover having been inserted in a groove in the rim, which when inflated is there to stay, being a most convincing argument in its favor. Frank White, the New York Tire Co.'s manager, is kept pretty much on the jump all the time. During his absence Mr. Grey looks after things generally. Business remains excellent, the only fear that this company expresses being that next season's rush will be on before this year's can be filled.

All This Talk About a Cycle Factory

in Worcester, Mass., to be controlled by capitalists of unlimited means, seems well founded after all. Standard oil magnates are interested and promise to splurge when all is ready for the jump. Full particulars will be printed in THE BEARINGS when the story is ripe.

Frank Doup, one of the Kings County Wheelmen's racing men, has taken unto himself a partner in the person of Fred Knapp, of Springfield himself a racing man of considerable reputation. The firm of Doup & Knapp started in last week at Seabright, N. J., the summer home of A. G. and J. W. Spalding. Spalding wheels will be Doup & Knapp's leaders.

Cyclists need not pay extravagant prices for Scotch hose any more. Bloomingdale Bros., the big dry-goods house, corner 59th Street and Third Avenue, are making a specialty of this line of goods, and stockings which are ordinarily listed at $4 and $5 can be purchased at 95 cents per pair. They are rare value for the money but the supply is unlimited and the goods can be bought at almost any time during the next month. Other lines of cyclists' goods will be found at the same low proportionate rates at Bloomingdale's.

L. D. Munger, who has been loitering about New York for several weeks, expected to leave for Chicago yesterday. Probably he has created more "deal rumors" by his stay here, than any one else, in that line, this year. It can be stated, but not positively, that Munger and Sidney Bowman,

The Napoleon of the Cycle Trade

here, will or have secretly joined forces, and will shortly start the erection of a cycle riding school and salesrooms on a grander scale than was ever before attempted on either side of the water.

Bowman and Munger, with the backing of a few loyal millionaires, members of the Michaux Club, will build a place which will aim to overtop the Metropolitan Bicycling Academy. The probable site will be on Eighth Avenue, between 56th and 57th streets, where the old Manhattan Athletic Club's grounds once were. It is a splendid location, and when done promises to far outshine even Madison Square Garden.

Chas. W. Price, manager of the Bowman Academy in New York, left for the Newport branch of the concern last week. The academy there is open now with Price in charge. He will return October 1.

In Maltby & Robley's little twenty-foot-square store at 1 Park Place, probably more business is transacted than at any other establishment of twice its size in the city. They handle Keatings, Falcons, and Robley Specials. About three weeks ago forty League chainless wheels were purchased at a big reduction. They were put on sale at $60 each, and not one was left in two weeks' time to tell the tale of how the rest were snapped up. Between 5 and 6 o'clock in the afternoon there are positively ten customers to every salesman crowded in that small space.

About the Latest Thing in Cycle Schools

is the one known as the Brooklyn Bicycle Academy, 255 Bedford Avenue, Brooklyn. W. H. Gardner, its manager, is a most affable gentleman, with the proper idea as to how such a place should be conducted. On June 27 he has engaged W. S. Maltby to appear in his inimitable dude and trick act. This place has a floor space of 120x75 feet. It is well lighted and has a competent corps of instructors always on hand.

To a wearied wheelman nothing is so refreshing as bromo seltzer. W. C. Phelan, the racing man of uncertain speed but enormous popularity, is connected with the bromo seltzer concern, 8 Beach Street, New York. He is training again this year, intending to try once more for the laurels he failed to win during 1894. It was Willie Phelan, who, after training hard for two months, entered the Asbury Park races last summer and was given the limit in one of the handicap events. He was on edge so far as form was concerned and the handicap tickled him to such an extent that he celebrated with a hearty dinner, just before the race, of watermelon, grapes, and pound cake. After the race, in which he ran last by a lap, he "thought it over."

W. C. Hodgkins & Co., Union agents for New York at 300 Broadway, were among the fortunate firms in this city last week to receive shipments of wheels. About six Union crackajacks came to town, and Manager W. H. Webster felt duly elated. This concern is making the emblem of the Quill Club Wheelmen. John S. Johnson has promised to wear one in all his future races. A new floor has added greatly to the appearance of Hodgkins & Co.'s, Mr. Webster's excuse being that so many people had been in this spring asking for Unions that the floor had been worn dangerously thin.

Schoverling, Daly & Gales, Sterling agents for New York City, 302 Broadway, are making

Special Sales in Cyclists' Wearing Apparel

at greatly reduced prices. Their uptown riding-school, at Broadway and 42d Street, continues to receive its full share of patronage.

It makes no difference how hot or cold the weather, Waverley wheels go at the same pace. It was a clever stroke of enterprise, this locating on such a big scale in New York. The three stores here are about as neat and businesslike as one would care to find. The Cortlandt Street store, especially, under Capt. P. W. Tunnison's able management, does more than its share of the business transacted by the Indiana people in Gotham. On Broadway and 30th Street a flare of light blinds the eye of the passerby. It is the words "Waverley Bicycles," written on a huge wire background above the building and illuminated by several hundreds of electric lights. Ira L. Wood, formerly with the Overman Wheel Co., is the latest addition to the force of Waverley workers.

Mart Perkins, 1,786 Broadway, Liberty agent, reports everything lovely and Liberties going as fast as he caught them from the factory. Nothing startling has occurred here of late. "Business," says Perkins, "is big."

The new store of Amos Shirley, 935 Eighth Avenue, is quite an improvement over the old one near 58th Street. Mr. Shirley seems

Mated for Life to Columbia and Hartford Wheels.

His new store is all that could be desired in the way of neatness and thorough up-to-dateness. It is also roomy enough for the present, though if the run on Columbias does not let up soon Mr. Shirley fears he will outgrow his large storage room at an early date.

As clean cut a wheel as is to be found in the city is handled by the Empire City Bicycle Co., corner of Broadway and Lispenard Street. This location is in the heart of the wholesale dry-goods business district, catching a practically new class of trade. The prices on these people's goods are the best possible arguments offered.

While all the other cycle stores in town are plugging along, busied to the utmost limit, the eastern branch of H. A. Lozier & Co., at 337 Broadway, is not by any means idle. Manager L. H. Bill, a man whose popularity is only equaled by the Cleveland wheels, has never for an instant rested since his advent into New York trade from San Francisco direct some months ago.

L. C. Jandorf & Co., the "kings of jobbers," corner Park Place and College Place, have sold more wheels up to date this year than they had all during 1894. "We find it hard to get wheels in any quantity at any price, but otherwise everything is lovely," said Mr. Jandorf one day last week.

TEXAS TRADE NOTES.

GAINESVILLE, TEX., June 22.—This beautiful and prosperous city, situated in the extreme northern portion of Texas, has been taking quite an extended spell from a cycle trade standpoint. It would be hard to give any particularly good reason for this. Several years ago there was quite a demand created for bicycles, and there were any number of pocket agencies as a result. A photographer who had the Victor agency managed to lead the list in securing popularity for his wheel. Agencies for Columbia, Rambler, and other wheels were also then established, but for the past few seasons, prior to 1895, few if any new wheels were sold. During this season, however, considerable renewed interest has been manifested, and the trade seems to be assuming quite a healthy condition. Some of the very best firms in the city have added bicycles to their line, and one exclusive cycle store has been established.

John S. Fletcher, who has quite an extensive hardware and implement store, carries a line of Syracuse and other wheels, handled by the A. F. Shapleigh Hardware Co., of St. Louis. He also has the Columbia and Western Wheel Works agencies. He has quite a fair trade on the wheels he handles, but has made no particular effort to push the wheels,

Allowing Them to Sell Themselves,

which of course is not the best way to obtain satisfactory results in any business.

Sam A. Cherry, another hardware and implement dealer, has the agency for the Sylph and Overland wheels, and has sold quite a number. He has pushed them quite extensively. During the first part of the season his trade was rushing, but of late it has not been so satisfactory.

Rackley & Gerhardt, furniture dealers, handle the Gendron. They have made very little, if any, effort to push their line of wheels, and naturally have not sold any. If they follow the same tactics in the furniture business as adopted in their effort to sell bicycles I should judge that their business would be quite unsatisfactory to them. They make no effort whatever to maintain the list price, but offer their wheels for a small margin over cost price.

John R. Payne, a gun and lock smith, has reaped the largest harvest from the cycle trade in Gainesville with the least investment. He runs a first-class repair shop, and he is authority for the report that bicycles have furnished him a very lucrative repair business this season. As high as thirteen and fourteen wheels have been consigned to his tender mercies, in a more or less dilapidated condition, on various Monday mornings, and this work kept up so fairly well during the week that he had no time of any consequence for any other kind of repairs, and was compelled to increase his force. Mr. Payne is now making preparations to handle a line of wheels and

Will Doubtless Handle the Remington.

The most profitable business in the bicycle line in Gainesville at the present time is that of E. R. Thacker, proprietor of the Gainesville Cycle Agency. Mr. Thacker has put in about fifteen first-class rent wheels, to which he has added a neatly equipped repair shop. The results have been marvelous. The entire lot of wheels are out most of the time, even during week days, and Sundays it is an absolute impossibility to get a wheel unless spoken for ahead. He has unquestionably struck the keynote to a successful cycle business, and if his present good fortune continues his balance will be on the right side of the ledger. He will handle one or two lines of wheels, but has not yet decided just what wheels to take hold of. His repair shop is also doing a thriving business.

The latest firm to enter into the cycle trade of Gainesville is Stevens, Kennerly & Spragins, one of the strongest hardware firms in northern Texas. They will make a special department of the bicycle business, will put it into the charge of a competent bicycle salesman, and expect to make it a paying department of their business. They will handle the Rambler exclusively.

EL SUD.

ENGLISH TRADE NOTES.

John Griffiths Corporation Loses $484,575 in Eighteen Months—America to Blame for the Loss.

LONDON, June 15.—I have just seen the balance sheet of the John Griffiths Corporation and no wonder it has been such a long time coming. There are really two statements of affairs, one being up to the end of September, 1894, and the other for the half year ending March 31 last. The loss on the first sheet, that is for the one year's trading, is no less than $377,600, the depreciation on stock being put down at $196,040. Things do not seem to be mending either, for, on turning to this year's sheet up to March, I find that the loss incurred has already reached the startling total of $106,975. This makes a total loss of $484,575 in eighteen months, out of a capital of $875,000, which is a state of affairs which must be cheering to the shareholders. I should think the best thing to do would be to wind up the concern without delay.

The directors, in placing this very unsatisfactory balance sheet before the shareholders, state that they attribute a great deal of the loss which has been incurred to the condition of the trade in America, and to the closing of the American depots owing to

The Sudden Fall in Prices

and the production of first-class cycles by the American makers. In other words, it comes to this, that the foreign trade is not really so good as it was, for if cycles can be made at bottom prices in America there is no reason why they should not be manufactured on the continent. Another lesson to be learned from the failure of the big concern to make a profit upon its trading is that it is folly to place large contracts for cycles, the value of which may rapidly depreciate perhaps simply on account of some passing fashion, such for instance as the narrow handle-bar mania, or the senseless craze for horizontal top tubes, even if they necessitate short heads.

Society has taken to the cycle with a vengeance, and on the occasion of my second visit to Battersea Park I was more than ever struck with the number of ladies to be seen awheel. There were two American ladies riding Sterlings. One was Mrs. Rotch, of Beverley, and the other Mrs. Marckwall, of New York. Both ladies rode well. Both the machines weighed under 27 pounds, but they appeared too springy for really hard road work, such as the ladies' safeties used here have to undergo. Further, as the machines had small wheels and very light tires and no mud-guards, the weight does not come out so marvelous after all.

A Very Neat and Useful Little Invent on

is Bassett's puncture preventer, which takes the form of a thin piece of steel bent in the shape of an arch and clipped round the back stays of a machine. It then partially encircles the tire, and when placed so as to nearly touch it, will effectually pull out thorns and nails before they have time to do much mischief. I understand that a large trade is being done in these little articles, and the price is very low.

The *Cycle Trade Journal* for this month has a leader on ladies' safeties, in which nearly all the present types are dealt with and considered upon their merits. This article ought to be of considerable use to the trade, as there can be no doubt that the business in ladies' safeties will be a very large one in the near future. I hear that Messrs. Humber & Co. have sold nearly 400 of these machines from their London depot alone, during the present year.

There is at present a fair demand for cyclometers of various patterns, and one which is taking well with the agents is the Standard, manufactured by the Standard Watch Co., of New York. This is a most excellent instrument, but it will never take really well over here until it is provided with some proper and simple means by which it may be set at zero at any time As it is at present made it can be set, but the trouble is very great, and few riders will care to bother about it, more especially as there are several good cyclometers manufactured here which can easily be set at any time.

I understand that the Marvel Cycle Co., to which I referred last week, will probably shortly open a factory in Coventry. Personally I do not see what possible chance there is for a large trade in

Spring Framed Machines

of the type referred to, or for that matter any other movable frame. By the way, I had a ride upon one of Byrne's swing frames last week, and found it not nearly so bad as it ought to be, although of course it fell far short of the ordinary rigid frame. I found that a good deal of work is thrown upon the arms and back, and the day after my ride I ached all over, so that I do not want to experiment with the machine a second time.

There has been little or no variation in the share market lately, so far as cycle companies are concerned. I fancy, however, that now that the balance sheet of the John Griffiths Corporation has been published, the shares in that affair will rapidly fall. This may also have the effect of bringing other cycle shares down, as it is likely to shake public confidence to some considerable extent, seeing all the booming the corporation had at its start, and how it was going to lick creation. Like most things started with the same object it didn't succeed, and creation seems to get on very well indeed.

WILL O' THE WISP.



DECLINE IN THE PRICE OF TIRES.

The victory of the pneumatic tire over all other forms is now conceded by every one, inasmuch as it has proved itself equally well adapted to every requirement in the sport of bicycling. In Germany there are already twelve factories making pneumatic tires and they enjoy an extensive trade with manufacturers of and dealers in wheels, at home and abroad, says the *India Rubber World*. Para rubber has been used exclusively hitherto in the production of pneumatic tires, owing to the idea—and a very correct one—that for an article so much exposed to wear, this kind of rubber was none too good.

Of course these high-grade goods have made necessary proportionately high prices. Two years ago the retail price of a pair of pneumatic tires made of Para rubber was 90 marks, which price, in proportion to the cost of a wheel of the newest construction, was not of great consequence. Every right-minded wheelman was satisfied to pay a few more marks for a reliable tire, than to run the risk of damaging himself and his machine by using

A Tire of Inferior Quality.

"Good and cheap" are traits which do not amalgamate in a wheel. Unfortunateiy it is a fact that since the beginning of the year 1894 the prices of pneumatic tires have gone down steadily and seem to continually show a sinking tendency. What is the cause of this remarkable decline? True, the manufacturers have been enabled by practical experience, and the use of improved appliances, to produce a pneumatic tire of faultless quality in a more simple and a cheaper manner.

First in order, therefore, as tending to cheaper prices, is the fact tha with experience and advanced methods tires can be produced at less cost than formerly, and without flaws, preventing the accumulation of unsalable goods. Another item is the cheaper production of the woven covering of the tubes, inasmuch as several firms have made it a special business to produce material for wheel-tire covers. On the contrary, the most important material, Para rubber, has advanced considerably in price, The necessary advertising expenses seem also to increase steadily, as one factory tries to excel another in offering their "only genuine" product in the sporting papers, not taking into consideration the business expenses, which do not become less.

It is to be observed, therefore, that reduction and advance in price of material remain about equal, and yet there is

This Remarkable Decline in Prices.

This calamity must be ascribed to the wild-cat competition, which, by continual price cutting, is determined to secure customers at any sacrifice, much to the damage of honest business houses. While at the beginning of 1894 a pair of pneumatic tires could not be obtained for less than 45 or 50 marks, now a pair of so-called Para tires sell for from 30 to 35 marks, and cheaper "if required." Certainly such goods can have no further claim to the name of Para than that of having been stored in proximity to Para rubber. No terms seem to be strong enough to condemn such methods and warn the public against such shoddy tires and imitations. All low-priced tires ought to be marked "second class" and offered as such.

One acquainted with the current prices of crude Para rubber need not be an expert to see that at the above foolish prices it is impossible to produce genuine Para tires. Of course it is possible to make a cheaper grade of tires, but only at the expense of their quality and durability; those tires benefit neither the manufacturer nor the user. Not only the rubber, but everything pertaining to the tire—especially the web—is of great moment to its durability, and should be of best quality, which is plain to every rider.

A Mere Superficial Examination of a Tire

of the "second class" reveals at once deficiencies and shows a vast difference between the two tires. It is not made of pure rubber, but of composition and scrap; the inner material is of poor quality; the rubber coating is sometimes entirely absent, making the tire, when wet, liable to rot; and the already poor quality of rubber used is not protected. Good tires are furnished with an extra strong solid and elastic lining, covered by a solution of pure Para rubber, making it very durable. Very often the lining of cheap pneumatic tires is not properly fastened and it wrinkles, producing friction and wear on the inferior inner tube, causing it soon to leak and become useless. Generally in such cheap tires a cheap valve is used also.

The weight of these inferior tires is considerably more than of those made from pure Para rubber, which is a decided disadvantage. It is not to be wondered at, therefore, when such tires soon show considerable wear and split at the sides, of which many complaints have been heard.

It is to be lamented that factories put such inferior pneumatic tires on the market, and it is therefore a dire necessity for all respectable manufacturers of tires to

Keep Up the Quality of their Goods

and seek renown from the fact that only pure gum is used by them, and force bad rubber and articles manufactured from it out of the market. At such a time, any further attempts to force down the prices of pneumatics, which we are sorry to say have not been altogether unsuccessful, will be

smothered in the bud, without detriment to honest manufacturers, and will disappear from our vision.

The editor of the *Gummi Zeitung* thus comments on it: "Of the above statement of a specialist we must say that it is only too true. At this moment a sample of those 'cheap' pneumatics is before us, and we are almost ashamed that such a thing must be called a product of the German rubber industry. Not noticing the paper-like air tube fitted in a very careless manner with its valve and its outer covering, manufactured from any other but good material, the outer tube with its rough surface and its creased lining is better suited to destroy the air tube than to protect it. Such a tube can not last more than two weeks. All we can do is to give warning to abstain from this price cutting and from bringing this industry into a bad repute, and suffering the inevitable consequences. It would not be the first time that the rubber industry has lost an important article, just as it happened with belting and foot-mats."

[The above article is condensed from an article in the *Gummi Zeitung*, of Dresden, by a German rubber expert.—ED.]

TRANSPORTATION TO ASBURY PARK.

On account of the national meet of the League of American Wheelmen, to be held at Asbury Park, N. J., July 8 to 13, the Pennsylvania Lines will sell tickets at one fare and a third on the certificate plan for the round trip, good going July 5, 6, and 7, and to return until three days after the meeting adjourns. This is the only road leading out of Chicago having its own tracks through to Asbury Park. There are five trains daily over the Pennsylvania Lines from Chicago to New York, which leave the Union Passenger Station, corner Canal and Adams streets, at 10:30 a. m., 3:00 p. m., 5:30 p. m., 8:15 p. m., and 11:30 p. m. Close connection is made at Philadelphia and Monmouth Junction with trains for Asbury Park. The sleeping car rate for a double berth, Chicago to Philadelphia or New York, is $5. Two persons may occupy double berth at this rate. Arrangements will be made for the care of wheels en route. Those desiring to go can secure tickets and further information from H. R. Deering, the General Passenger Agent of the road, at 248 Clark Street, Chicago.

MORGAN & WRIGHT VICTORIES.

At Galesburg, Ill., June 19, 20, and 21, Morgan & Wright tires won thirteen firsts, thirteen seconds, and seven thirds. Gardiner, Cooper, Barnett, and Anderson were the stars, and Bainbridge, Skelton, and W. Coburn did good work in Class B. Bert Repine, Hill, and Ridgely were local riders who distinguished themselves in Class A, and Vogt, Lund, Lawson, Erskine, Bowler, and Vandesande, of Chicago, made winnings. Gardiner won four firsts, four seconds, and a third; Barnett, the Lincoln crack, got one first and one third, and Anderson won a first and a second in the handicap events, from seventy-five and ninety yards. In Class A, Repine won three firsts, two seconds, and two thirds; Erskine won the quarter-mile state championship; the five-mile championship went to Lawson, "the terrible Swede," and in the run-over to Herman Vogt.

GIDEON'S WEEKLY SAY.

W. C. Sanger and W. F. Sims are suspended from Class B pending investigation into charges affecting their amateur status.

C. A. Church and F. H. Rumford, of Chester, Pa., Thornton B. Buzzard, of Philadelphia, Pa., are transferred to Class B under clause (g), Class A rules.

A. F. Senn, Ilion, N. Y., is suspended from all amateur racing, pending investigation.

Under clause (i), Class A rules, George E. Quinn, Mobile, Ala., is transferred to Class B.

Guy C. Brown and J. A. Drain, Spokane, Wash., and William P. Fowler, Ogden, Utah, are transferred to Class B, under clause (b), Class A rules. (Competing in Class B race.)

Charles Pugh, Denver, Colo., and Herb. McCrea, Los Angeles, Cal., are suspended from Class A pending investigation.

Leonard J. Berlo, Boston, Mass., is hereby declared a professional—violation clause (b), amateur rules.

Ed. F. Smith, H. R. Renshaw, C. F. White, Otis Emmons, J. M. Daniel, A. B. Stone, F. L. Sugrue, J. J. Kieth, Hugo Block, A. D. Keller, William Schnell, J. F. Patterson, and E. F. Pynchon, Denver, and L. C. Wahl, Colorado Springs, Colo., are transferred to Class B—violation clause (e), Class A rules.

The statement in previous bulletin that G. W. Redfern, of Wilmerding, Pa., was transferred to Class B was erroneous; he remains in Class A.

Transfer of "P. Skelton" to Class B should be Joseph Skelton.

Under clause (d) A. J. Nowlin, Louisville, Ky., is transferred to Class B.

For competing in unsanctioned races, Paul Cronenwett, George Mardorf, Elmer Helmbold, Mark McBride, J. Sherman, Thomas McBride, Frank Larkin, and Joseph McCandless, of Butler, Pa., are suspended for thirty days; C. C. Matlock, Ed. McClennahan, Roy Morgan, —— Kincade, and —— Gilstrap, of Eugene, Ore., are suspended for ninety days from June 12; A. S. Harness, F. Donaldson, R. D. Kaime, and C. V. Whitbreck, of Concord, N. H., are suspended for ninety days from June 5; E. Allard, J. Slaysman, William Elgert, T. Cecil Downes, James Q. Farmer, L. Herpel, J. Litzinger, W. A. Schwarth, W. A. Bochau, T. Carroll, and H. Krebs, of Baltimore, are suspended for one year from June 18 (competed after warning); Dick Slatterley, Milo Weaver, H. B. McCreary, of Centreville, Ia., are suspended for thirty days from June 22; William Biederman, Paillip G. Safford, Harry De Groff, Thomas J. O'Brien, W. L. Miller, A. A. Peters, and T. W. Kemlin, St. Louis, Mo., are suspended for thirty days from June 15.

Race promoters are warned that the actual retail price of a prize is the only valuation they may safely advertise.

Race promoters giving race meets near the Canadian border should see that any rider from Canada is able to produce a certificate from the C. W. A. Racing Board as to his status. This is a matter of justice to the Canadian board, as well as to the L. A. W.

Fred St. Onge, Allston, Mass., is suspended from all amateur racing pending investigation.

For cleaning dust and mud off a bicycle there is nothing better than a moderately stiff brush. It will not scratch the nickel, and will impair the brightness of the enamel but little.

HE RIDES A STEARNS.

Wm. Martin, who is riding a Stearns abroad, is doing splendid work, and sends the following report of his winnings among the fast professionals of France:



WILLIAM MARTIN.

"I won a handicap at the Seine track May 11; I won my heat and beat Jacquelin in the final and a large field from the fifty-five-meter start in 2:00. Thursday, the 22d, went to Angers, won two lap prizes, and finished third in the bicycle race and fourth in the tandem. Sunday at the same place I won two lap prizes and finished fifth. I won the next international in the tandem race. I rode with Beaconie. We won all the lap prizes and finished fourth. In the honor race I was third, beating Fovenia and Moran. I leave here today for Samur, and from there I expect to go to Alexandrie, Italy. I was first in my heat for the international, which is to be run off tomorrow. I beat Swanbio about five yards in the home straight. I rode tandem with Muringer. There were four lap prizes, and we lost the first one by about a foot, but won the next three and the race by about three lengths. Distance, ten kilometers, about 6¼ miles. Time, 15:30, in a pouring rain."

AN AMUSING ATTRACTION.

As a window dressing the little Brownie statuettes are having a big run and are meeting with particular favor with the bicycle trade. The accompanying cut shows one of the figures mounted on one of the little bicycles which the makers of the novelty also manufacture. The figures were invented and designed by a well-known scenic artist.



Climax Wire Saddles.

Wire saddles are just beginning to catch the public fancy, and the wheelmen are beginning to appreciate a good thing. The first saddle, shown at the Chicago Cycle Show last winter, attracted considerable attention, and since that time there has been a great demand for the new saddle. The Climax Mfg. Co., of East Hampton, Conn., is the maker of the saddle, and it has turned out large numbers this year. Eighteen per cent of the wire used in the making is sterling silver. The latest improvement to the saddle is certainly the finishing touch. It is a covering of duck or leather, and makes a most comfortable seat. A BEARINGS' man recently gave the saddle a thorough test, and found it to be all that is claimed for it. In their recent ride from New York to Chicago Mr. and Mrs. Charles G. Kilpatrick used Climax saddles and they pronounce them excellent; John S. Johnson also uses one.

RECENT PATENTS.

541,075. Pneumatic tire; Charles H. Davies, Brooklyn, assignor of one-half to John Stewart, New York; filed August 25, 1894; serial No. 521,279. (No model.)

541,091. Pneumatic tire for vehicle wheels; John F. Ives, Cleveland, Ohio, assignor to the Mechanical Rubber Co., New York; filed January 26, 1894; serial No. 498,138. (No model.)

541,119. Bicycle rim; William H. Roehr and Charles Roehr, Bucyrus, Ohio; filed October 29, 1894; serial No. 527,311. (No model.)

541,238. Pedal for bicycles; Harley F. Kendall, Springfield, Mass.; filed March 26, 1895; serial No 543,197. (No model.)

541,260. Change-gearing for bicycles; Victor Belanger, Boston, Mass.; assignor to Mary E. Brady, same place; filed March 19, 1895; serial No. 542,426. (No model.)

541,270. Bicycle gearing; Oliver F. Good, Dayton, Ohio; filed March 3, 1893; serial No. 464,624. (Model.)

541,396. Tire for vehicle wheels; Frank Sully and William E. Dowson, Nottingham, England; filed November 13, 1894; serial No. 528,628. (No model.)

The Michigan Central, the great Niagara Falls Route, will make the same rate as the other through lines to the national meet at Asbury Park. This is the only road running in full sight of Niagara Falls, and the views to be had from the train are of the grandest description. Cyclists are cordially invited to attend the national meet by this route. For further particulars address L. D. Heusner, Passenger and Ticket Agent, 119 Adams Street, Chicago. * * *

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

"Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago. * * *

A TANDEM

AS IS A TANDEM.

It is the Peerless. It weighs 38 to 39 pounds; is made in either combination or diamond frame, ***and sells for only $125.*** Cuts next week.

SEND ALONG YOUR ORDERS.

THE PEERLESS MANUFACTURING CO., Cleveland, Ohio.

Mention The Bearings

THE MYSTIC HOSE PIPE TIRE

Is the best tire of its type on the market, the construction permitting the valve stem to be removed at pleasure in case of injury.

Riders should use them, because in doing so they secure for themselves much pleasure and comfort these tires are light, swift, and strong.

Dealers should handle them, because they can do so with profit, and at the same time give their customers excellent satisfaction.

The "ARROW," "CLIMAX," and "REX" TIRES are splendid specimens of the mechanically fastened and cemented type tires.

CATALOGUE FREE.

THE EASTERN RUBBER MFG. CO.

TRENTON, N. J., U. S. A.

Mention The Bearings

TROUBLES OF THE BLOOMER GIRL.

"I hate relatives," began the fluffy girl, who was surveying a deadly glass of soda water in a resigned manner.

"The very idea!" gasped the girl with the cherry concoction.

"Oh, that's all right for you," said her friend indignantly. "Your relatives all live a million miles away, and have jeweled ideas as to Christmases, but I guess if they eternally dropped in on you in the agonizing way mine do, that you couldn't mention them so cheerfully."

"Is it Aunt Tibbie this time?" queried the girl who was devouring cherries.

"No, it isn't," snapped her disgruntled friend. "It's Uncle Jeremiah. He came last Wednesday afternoon, when I was doing my best to entertain that lovely Frederic Blanc Mange. Frederic had just finished the funniest oration against bloomers you ever heard, my dear, and I was mentally calculating how I could ride to the park without passing his house, and was saying that I thought bloomers disgusting and ugly, and sad evidences of woman's deterioration—"

"You mean degeneration," broke in the cherry girl, who had been slaving over Max Nordau.

"Well, anyway," went on the plain soda girl in the lame way of women who have been put off the track, "I had myself worked up to a fine pitch and Frederic was positively beaming when in walked Uncle Jeremiah with his most reproving expression on his face and my new bloomers dangling from his hand. "I found your little brother's trousers on the front lawn," he began severely. "They appeared to have blown out of the window. Seems to me it's mighty extravagant to make a boy's trousers out of black silk. Fanny and your mother needn't have put so much cloth in them."

"Oh, you were lost!"

"No, I wasn't," said the plain soda girl viciously. "Do you suppose I've studied Delsarte and face-control for nothing? I pinched myself and said in a steady voice that he was mistaken, that they were bloomers and belonged to Daisy Dasher next door, who was careless about leaving the window open these windy days."

"Wouldn't she be wrathy!" cooed the cherry girl delightedly. "I have seen the artful thing blush—actually blush—if bloomers were mentioned in her presence when Frederic Blanc Mange was around."

"Yes, her punishment was deserved," said the plain soda girl judicially "Then, of course, to be effective I had to repeat my horror for bloomers. Frederic said it made him sad to see how mannish women were getting, and I said it was indeed disheartening. He said he wouldn't be caught on the street with a girl who had worn bloomers, and I resolved to burn mine, because he is getting serious in his attentions. He said whenever he met a girl in bloomers he was compelled to go away and read a poem or gaze on some great painting to restore his equilibrium, and I smiled sympathetically. Then I started in to tell the gist of a sermon our minister had preached against bloomers. Suddenly I observed that Frederic's attention had wandered. He was staring out of the window in the absorbed, soulful way one looks upon the works of genius. There was peace and rapture in his eyes and a gentle smile of happiness curved his mobile lips. I was afraid to speak for fear of disturbing his moment of inspiration. Then I, too, gazed out of the window."

"What was he looking at?"

"At two stunning girls in bloomers," replied the plain soda girl shortly.

The cherry girl laughed. "I thought as much," she said scornfully. "You see, I know all about it. Tom Phips spoke of bloomers one evening and, taking my cue from the tone of his voice, I proceeded to run them into the ground and bury them deep. When I had finished out of breath, he said he was sorry I disliked them, because he admired them very much and thought they were the only sensible thing for girls to wear on a wheel. And I have the loveliest bloomer suit! And I have to wear a horrid old skirt every time I ride with him and turn pale at every bloomer suit we meet. I can't become converted to his views too suddenly you know; it wouldn't do."

"No," said the plain soda girl, and then they both sighed and said one could never tell about men.—*Chicago Daily News.*

TRADE HAPPENINGS.

CHICAGO, ILL.—King B Cycle Co. has been incorporated by Harry Berker, C. C. Stillwell, C. C. Bowersock, to manufacture bicycles. Capital stock, $2,000.

BINGHAMTON, N. Y.—The Binghamton Bicycle Co. has been incorporated by Edwin L. Rose, John L. Ballard, and Horatio L. Filebrown, of Binghamton. Capital stock, $10,000.

CHICAGO, ILL.—The Pond-Cottle Co. incorporated by Alexander W. Pond, Kimball H. Cottle, and Henry A. Foster to manufacture bicycles. Capital stock, $25,000.

RICHMOND, IND.—Richmond Bicycle Co. incorporated by M. H. Dill, George Schurman, Henry Schurman, Oliver Gaar, D. C. Reid, R. A. Jackson, L. G. Hill, W. R. Schurman, and Fred M. Curtiss. Capital stock, $60,000. The company will lease factory building of the Anderson Lawn Mower Co., and will commence manufacturiug by August 1, turning out fifty wheels daily, and employing seventy-five hands.

NEW CASTLE, PA.—David C. Wallace is organizing a $100,000 company for the manufacture of bicycle tubes, the plant having an annual capacity of 4,000,000 feet of tubing, and employing 150 men. The works are to be in operation by October.

MILWAUKEE, WIS.—C. J. Smith & Co. are preparing to erect a bicycle factory, corner of Park and Church streets, to cost $24,000.

ROCKAWAY, N. J.—The Liberty Cycle Co. is reported to be considering the advisability of removing its bicycle plant to Bridgeport, Conn., and negotiations have been commenced for a factory building.

CANANDAIGUA N Y.—Stanley G. North and others are organizing a company, with a capital stock of $20,000 to manufacture a bicycle invented by Mr. North.

SAN FRANCISCO, CAL.—Premier Cycle Co. has been incorporated.

MILWAUKEE, WIS.—A. B. Meisselbach, of Columbus, Ohio, manufacturer of bicycles, reported to have commenced negotiations looking to the establishment of a bicycle factory in Milwaukee.

INDIANAPOLIS, IND.—The Belle Bicycle Co. is reported to have decided to commence the erection of a large addition to its bicycle factory.

OWENSBORO, KY.—Southern Iron Works will erect additional buildings and will go into the manufacture of bicycles on an extensive scale.

DAVENPORT, IOWA.—The Davenport Bicycle Depot, at 221 West Third Street, damaged by fire to the extent of $200.

STERLING, ILL.—Edgar Galt will open new bicycle store and make a specialty of the rental business.

KOKOMO, IND.—Steps are being taken looking to the organization of a company to manufacture bicycles.

PADUCAH, KY.—The Paducah Cycle Works moved into new building on North Fifth Street, and has added an entirely new stock of bicycles and accessories.

BRAZIL, IND.—Decker & Son will erect a large bicycle factory, employing a large number of operatives.

SOUTH PORTLAND, ME.—John P. Lovell Arms Co., of Boston, reported to have purchased factory building and will commence the manufacture of bicycles, employing 500 men.

LOS ANGELES. CAL.—Allen & Patterson, bicycles, reported to have been succeeded by C. E. Patterson.

BROCKFIELD, MASS.—The Cole & Gerald Mfg. Co. reported as having added a lot of new machinery for bicycle work, including turret lathes and improved drills.

SAN BERNARDINO, CAL.—P. M. Peacock, bicycles, reported sold out to F. E. Allen.

DELAVAN, WIS.—Parrish & Crane, bicycles, etc., reported as having been succeeded by F. A. Parrish.

ROCHESTER, N. Y.—Fiero & Morley, bicycles, reported as having dissolved partnership—business continued by Oliver Fiero.

ST. JOSEPH, MO.—The Parrish-Erickson Hardware Co. has been incorporated by F. M. Parrish, J. E. Erickson, and J. C Green. Capital stock, $10,000. A bicycle department will be added. Propositions from manufacturers solicited.

OMAHA, NEB —M. C. Daxon, bicycle manufacturer, preparing to commence the manufacture of a high-grade wheel known as Daxon Specialist, and will turn out the first lot by July 1.

ALBION, MICH.—Roy Wiley is reported to be organizing a company for the purpose of manufacturing bicycles.

OMAHA, NEB.—Max Meyer reported to be contemplating going into the manufacture of bicycles.

NEW YORK, N. Y.—Horace F. Ayers, 114 Fifth Avenue, will build a bicycle academy corner Broadway, near the Park.

MARION, IND.—The Halladay-Temple Co., bicycle manufacturer, has recently enlarged its plant, but is reported as refusing orders, being unable to fill them.

SKOWHEGAN, ME.—Steps are being taken looking to the organization of a company to manufacture bicycles.

He Did it on a Stearns.

At the inter-scholastic races of the Weedsport, N. Y., Union School Athletic Association, June 18, the principal events of the day were the bicycle races, which were all won by G. H. Rockwell on a Stearns. Rockwell had in all thirteen competitors and did some very remarkable riding. Every finish was close, but Rockwell's wonderful sprint counted and he was an easy winner in each event. In the two-mile boy's race he crossed the tape first at the finish of every lap and was given tremendous applause for his fine showing. The track was not in good condition, there being nearly two inches of dust to ride through, and the time in the half-mile, 1:15, was surely remarkable.—*Syracuse Standard.*

TRADE NOTES.

George A. Perkins, of Boston, paid a flying visit to Chicago last Saturday.

The Acme Puncture Proof Co., of Chicago, has moved its office and factory to 713 63d Street.

There are some letters at this office awaiting the party who advertised over the name "Investment."

The Gormuily & Jeffery Mfg. Co. is running some very handsome full-page illustrated advertisements in *Harper's*, *Frank Leslie's*, *Town Topics*, *Vogue*, *Life*, *Brooklyn Life*, and *London Illustrated News.*

Fairbanks, Morse & Co., Lake and La Salle streets, Chicago, have placed on the market one of the most accurate of scales, the Fairbanks bicycle beam, which indicates from one ounce to fifty pounds. This beam will be found very useful in weighing not only complete bicycles, but the different parts.

J. & H. Duckworth, of Springfield, Mass., are preparing to care for '96 trade by doubling their floor space. They will show several new features in their '96 chains. Up to the present they have been unable to keep up with the demand, and for the past three months have been obliged to decline orders.

Seven different models of bells are made by the N. N. Hill Brass Co., of East Hampton, Conn., ranging in price from $13 to $168 a gross. Steel bells, sheet metal bells, and bells made from pure bell metal are turned out in enormous quantities. The electric stroke bell weighs 4¼ ounces and is one of the finest on the market.

The war department signal office is advertising for proposals for signal stores, bicycle tires being one of the articles on the list. Sealed proposals in duplicate, addressed to the disbursing officer, signal office, will be received at the office of the chief signal officer until Tuesday at 2 o'clock, on July 9, at which time and place the proposals will be opened in the presence of the bidders should any be on hand.

A. D. Ayres, 1,368 Market Street, San Francisco, Cal., who is the Pacific slope representative for the Liberty, writes that the sport is equally popular with the upper ten in his section as it is in the east. He states that Ward McAllister, the son of the late Ward McAllister, who was the leader of New York's four hundred, is an enthusiastic cycler and highly recommends to his friends the use of the Liberty cycles, one of which he rides himself.

LITTLE WHITE FLIERS.

The accompanying cut shows the three Beaudry children and their Barnes Specials. At the recent Syracuse meet these children attracted as much attention as did the crackajacks. The youngsters, who bear the names of May, Ida, and Fred, are aged nine, seven, and five years respectively. May's wheel is a 22-inch frame with 26-inch wheels, Ida's a 19-inch frame with 24-inch wheels, and Fred's a 14-inch frame with 18-inch wheels, the latter being the smallest high-grade bicycle ever built. All three of the



machines are exactly the same, except for size, as the regular output of the Barnes factory. All are diamond frames, and are fitted with bright green Vim tires. The bearings, adjustments, pedals, and saddles are the regular fittings used on the larger Barnes wheels.

All of Mr. Beaudry's children are trick riders of no mean attainments. They can all do the pedal mount, cut fancy figures on the wheels, or spring into the saddle from the handle-bars. They can carry double or even treble, ride without hands on the most difficult roads, and scorch like young fiends.

Of the thirty riders who finished in the Chicago road race run-over, twenty used M. & W. tires.

A NEW FRENCH TRADE ASSOCIATION.

A new cycle trade association has been formed in Paris. It is interesting to know the reasons for forming a new association when there has been a manufacturers' syndicate for the past two years. M. Vinegeron, the president of the new association, says: "The new association is in no wise hostile to the old syndicate, but with a number of my friends I have formed a new association. It is done to remedy many evils. The old cycle syndicate, composed of a few big manufacturers, is a close corporation which refuses to admit other builders under various pretexts, either because their makes were not altogether French, or for some similar motive.

"Under these conditions what happens? The small builders can not secure their rights, either from the public authorities or for the organizing of a cycle show, which is controlled by the cycle syndicate.

"Our purpose is to remedy this. We will admit all the French builders of cycles, accessories, and detached pieces, without exception, and even the dealers who sell French goods. It is an association which will bring together all the representatives of French cycle commerce and industry and not be controlled by a few."

Moving into Larger Quarters.

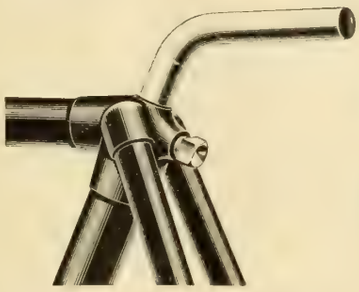
The Worcester Ferrule & Mfg. Co. is about to move into new and more spacious quarters on Beacon Street, its old factory on Hermon Street being entirely too small. The demand for the stampings made by the Worcester company is so great that it has been forced to work day and night. The new factory will have new machinery of special design. President Converse says that he is already working on new features for '96. Had he been prepared for the rush he could have done twice the business he has done. Next year he expects to be in such shape that he can give prompt attention to all orders.

Warwicks are Popular.

The Warwick Cycle Mfg. Co. is still obliged to work nights, alternating working one night until 9 o'clock and the next until 12 o'clock. Mr. Very is highly pleased with the business done this year and in the way which this popular machine has come forward. The Warwick company is nearly 200 tandems behind on orders but has enough single wheels to keep going until the middle of September. This certainly indicates the popularity of vermilion rims, a special feature of Warwicks.

The White Mfg. Co., 40-42 State Street, Chicago, has just perfected a new bicycle brazer which is said to be a wonder, brazing any joint on a bicycle in less than one minute.

TRIBUNE BICYCLES



A POINT OF MERIT.

DID it ever occur to you to particularly examine the different methods used by various bicycle makers in securing the frame tubes together at the seat post. This is a point in a bicycle worthy of some little consideration, and on it depends much of the stiffness of the frame. In buying a wheel, look and see if this part of the frame is well made. In some frames the rear tubes are secured at this point by flattening and punching a hole in the tube ends and securing them to the forging with a belt. This is cheap and easy to make, and it holds the frame together, but it is hardly the construction to be looked for in a high-grade bicycle.

Notice how the Tribune is built. This is one of the reasons why they sell so fast. The Cycloidal sprocket is another reason.

SEND FOR CATALOGUE.

THE BLACK MFG. CO., Erie, Pa.

ALEX H. REVELL & CO., Chicago Agents.

....1896....

SUPERB

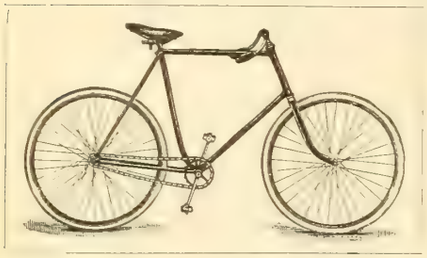


Advance models ready for immediate delivery. 2c. stamp informs you regarding terms. We sell close for cash.

Ralph Temple Cycle Co.

2208 Michigan Ave., Chicago, Ill.

"OH! I DON'T CARE



What I buy, what I sell, or what I trade for." We don't want this style of bicycle agent or purchaser. We want a man that takes pride in the QUALITY of the bicycle he sells. This is equal to saying that we want good Keating agents.

FREE CATALOGUE . . . .

WHAT IS YOUR ADDRESS?

Mention The Bearings

KEATING WHEEL CO., Holyoke, Mass.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

To relieve the distressing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, **CLEVELAND, OHIO, U. S. A.**

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

The Clifton House

is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

It's a good thing and you can push it along.

WHAT IS? WHY THE

POORMAN BICYCLE

J. E. POORMAN,
5 WEST FIFTH ST., CINCINNATI, OHIO.

Jobber of Develine Whistles.
Orders filled promptly.

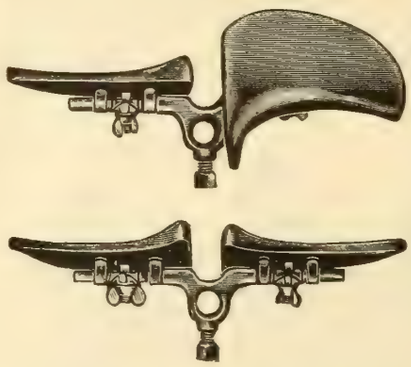
Mention The Bearings

INDUCEMENT TO LOCATE BICYCLE FACTORY.

An Ohio city with good shipping, cheap fuel, and natural gas offers liberal inducements for good bicycle or shoe factories. Address S. A. COLLINS, Troy, Ohio.

THE AUTOMATIC SEAT.

The Automatic Cycle Seat Co., of Grand Rapids, Mich., is making the automatic bicycle seat, which weighs but fifteen ounces and sells for $5. The seat is composed of a carrying bar that crosses the regular saddle-bar at right angles, to which it is attached in the middle; two seats that work automatically upon this bar and that are adjustable to the anatomy of riders of all weights and sizes; springs that keep these sections in the right position when the rider is mounting and the wheel is not in use, and set screws for the adjustment of the seat to the rider. The chief points claimed are: It is rational in construction. All friction, strain, chafing, and inconvenience to the rider are avoided. It is natural in operation. The oscillation of the seats is in perfect harmony with the movement of the legs. It is as simple and comfortable as an old-fashioned rocker, sustaining the weight of the rider where nature intended it should be sustained when in a sitting posture. The rider sits upon a chair rather than upon a rail. The seats, being adjustable, are as readily adapted to the rider who weighs 300 pounds as to one who weighs less than 100 pounds. The seats are also constructed to give the rider any desired purchase upon his pedals. The seat is cool, as it is constructed of wood, finished with rubber enamel. Its greatest feature is its healthfulness. The possibility of harm to the human body from the mere act of riding is absolutely removed.



The Red Cross Polishing Mitten.

This is something entirely new and commends itself at once to the wheelman. It is made from a fine piece of chamois skin, coated on one side with a sufficient amount of polishing material to last a whole season. It does not need moistening, doing away entirely with the powder and liquid polishes. It is always ready for use, quickly rolled up and placed in the tool-bag. Price per dozen, $3.



J. Friedenstein, of the Anglo-American Cycle Fittings Co., sailed this week for Europe on a business trip. His firm is building a large factory at Waterbury, Conn., and will make Perry chains there hereafter. The Anglo-American company is designing special machinery, and has engaged the finest mechanics obtainable.

LATEST AND BEST.

A new brazer for bicycle and repairing shops, which does brazing of any kind in less than one minute; tank tested to 150 pounds pressure; will run thirty hours without repumping or refilling, and guaranteed perfectly satisfactory. Write for circulars. White Mfg. Co., 40-42 State St., Chicago.

EPWORTH LEAGUE SPECIAL.

The Chicago districts have arranged with the Monon Route for a special vestibuled train of handsome Pullman sleepers and day coaches to run through solid to Chattanooga, leaving Chicago at 7:30 p. m., June 26. The route is via Cincinnati, through the famous Blue Grass Regions of Kentucky, and over the picturesque and historic Cumberland Mountains. The idea is to make this train an "Epworth League Convention on Wheels." A cordial invitation is extended to all Epworth Leaguers to join us. By the acquaintance thus gained, our stay in Chattanooga will be made much more pleasant. The rate will be $17.30 for the round trip; tickets good for thirty days.

For full information address—C. T. Northrop, Pres., Chicago District, 14-16 Pacific Ave, Chicago.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season is better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds. For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill. 2

Cyclists' Road Guide Prize--FREE

To any one who buys a

"WADSWORTH ROAD GUIDE"

during the month of June will be sent, postpaid, one Morgan & Wright Repair Kit, complete. Price of book, 50c.

C. F. Wadsworth, - - - 1104 Owings Bldg., Chicago.

Mention The Bearings

THE BEARINGS

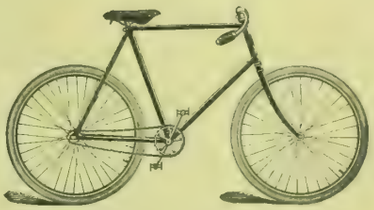
THE CYCLING AUTHORITY OF AMERICA

Vol. XI

No. 23

....CHICAGO, JULY 4, 1895....

THE PLEASURE OF IT.....



THE UNION CRACKAJACK.

HARK YOU, FRIENDS.

What fairer pastime doth the summer bring
Than that of cycling? When the morning air
With scented freshness permeates the earth.
And as we glide along our green-fringed ways
Feel the exhilarating influence which lifts
Perchance momentarily our spirits up,
And banishes the round of toil and care
Into a short oblivion. Age may dull
The many pastimes which our youth enjoyed,
But youth and age can here in equal part
Taste the enjoyment that is free to all
Who ride the

UNION CRACKAJACK.

UNION CYCLE MFG. CO.

Branches—Philadelphia, Milwaukee.

239-243 Columbus Ave., BOSTON, MASS.



The Tire Business

IS OUR SPECIALTY.

WE CAN TELL YOU ALL ABOUT IT FROM START TO FINISH.



WE MANUFACTURE

AKRON



AND

BOOKLETS,
SAMPLES, AND
POLITE LETTERS
FREE.
WRITE US.

TIRES

The B. F. Goodrich Co.,

AKRON RUBBER WORKS.

SELLING AGENTS:
The Columbia Rubber Works Co.,
New York—65 Reade St.
Chicago—159 Lake St.

AKRON, OHIO.



Lithographs and Hangers

Size 28x42. 5 Colors. Size 14x42. 5 Colors.



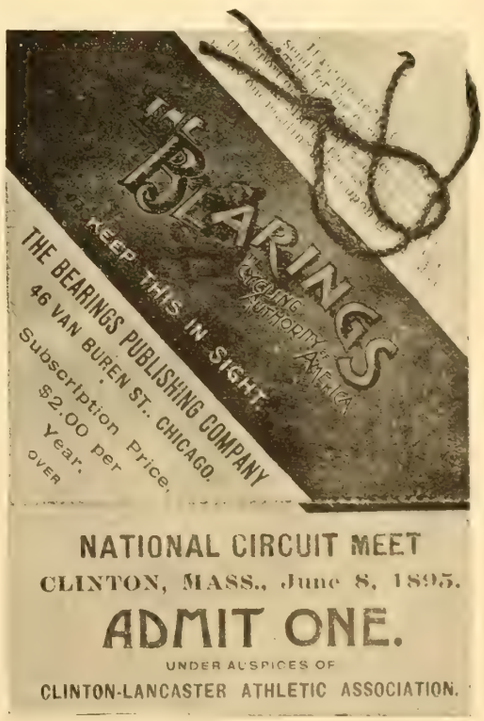
QUALITY THE BEST. PRICES ON APPLICATION.
SAMPLES OF LITHOGRAPHS AND HANGERS will be sent on receipt of 25c., which will be deducted from bill if goods are ordered.

Tournament Tickets Free

We show herewith a cut of the tournament tickets being furnished by THE BEARINGS to many of the race promoters all over the United States. These tickets are printed in three colors on good manila ticket board, the lower part below the perforation having on it the regular admission ticket of the promoters, which is torn off at the gate, the upper portion being retained by the purchaser and worn as are the tickets at horse races.

We have already supplied over 250,000 of these tickets to over 100 different tournaments. They are being used all over the United States—orders having been received from Maine, California, Texas, Louisiana, Florida, as well as nearly every other state in the Union.

We will continue to furnish these tickets FREE in quantities, printed, perforated, and strung ready for using, on application, with copy and information as to number required, etc. They are very attractive in appearance. Tournament managers are requested to write for samples and any particulars not herein set forth. Address, Business Manager, The Bearings Publishing Co., Chicago.



The Bearings Pub. Co.

Isabella Building, 46=48 Van Buren St., CHICAGO.

Another Addition Three Stories

40 x 100

Has been added to the W. S. C. H. factory.

It Beats All How This Factory Grows.

WHY IS IT?

SEE that W. S. C. H. is on the bottom bracket

of the wheel you buy.

THE Harman-Schub Cycle House.

MANUFACTURERS OF

The Cataract and The White Cross

101-105 N. Lincoln St. cor. Kinzie, 116-128 N. Lincoln St., and 616-622 Austin Ave.,

CHICAGO.

See that "Ball-Bearing" is Stamped on the Sole.



See that "Ball-Bearing" is Stamped on the Sole.

....The

For Ladies, Too.

"Ball-Bearing"

Bicycle Shoe

Fits and feels more like a glove than a shoe.

Made of celebrated "Prince of India" leather, practically indestructible.

Soft, comfortable, shapely.

"Pratt Lace Fastener" fastens laces without tying.

In all sizes for men or women, black or tan. Prices: Black, $3.00; Tan, $3.50. Sold by all shoe and sporting goods dealers, or sent prepaid on receipt of price by

Cycle Shoe Co., Retailers, 205 State St., Chicago.

C. H. FARGO & CO., Manufacturers, 196-200 Market Street, CHICAGO.

SAGER · SADDLES



A 1.

Go where you will you see them on nine-tenths of the high-grade wheels. Indeed it is almost a confession of inferiority for a wheel to carry anything else.



PNEUMATIC PADS.
Beware of Felt Imitations.
PRICE $2.

READ THIS AND CONSIDER:

Sager Saddles Predominated.

At the Chicago show 548 wheels were shown. There were also a number of tandems and quads, so that the total number of saddles exhibited on wheels was 560. Of these 165 were from the factory of the Sager Mfg. Co., of Rochester, N. Y. The saddle which made the nearest approach to the Sager in popularity was shown upon 139 wheels. These two, therefore, were on over half of the wheels exhibited; the other half was divided among a dozen different manufacturers. At the New York show 459 wheels were shown. Of these 168 were equipped with Sager saddles against 109 for the next most popular saddle. Ten manufacturers at Chicago exhibited Sagers exclusively. No other make was exhibited exclusively by more than five manufacturers. At the New York show eleven manufacturers exhibited Sagers, and no other make was exhibited by more than eight. It is also well to note that the Sager saddles were shown on very few of the cheap wheels, but were almost invariably used upon the high-grade machines.—THE BEARINGS, Feb. 8, '95.

SAGER MFG. CO., = Rochester, N. Y.

...A Few Specialties...

SAGER SADDLES. BRANDENBURG PEDALS.

WEBB TIRES.

DUDLEY TRUING STANDS. PERFECTION NIPPLE GRIPS.

STRAIGHT BRAZING FORGES.

Write for Prices and Circulars.

Parkhurst & Wilkinson, 148-164 E. Kinzie St. CHICAGO.

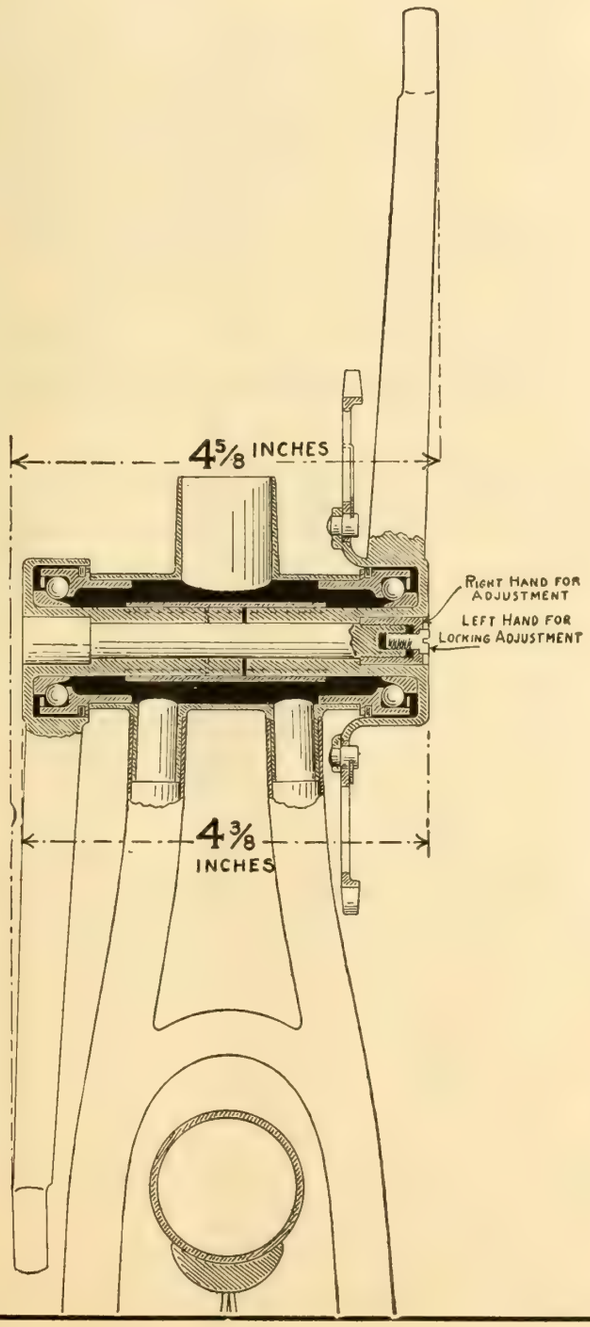
"The Miami"

DO YOU WANT

A '95 WHEEL THAT WILL BE

UP TO DATE IN '96?





Look at this crank hanger, with the ball races in the hubs or bosses of the cranks, making them from one and one-fourth to two inches farther apart in the same width of tread than any other wheel made.

STRICTLY HIGH GRADE.

LIST, $100.

The Miami Cycle Mfg. Co.

Middletown, Ohio, U. S. A.



DID YOU EVER

Hear a man called an "old fogy"?

The reason was, he was not up to date.

If you want to be among those who lead,

Ride a RELAY having

VISIBLE BALL BEARINGS

They are among the special features found on RELAYS.



OUR FRONT HUB.

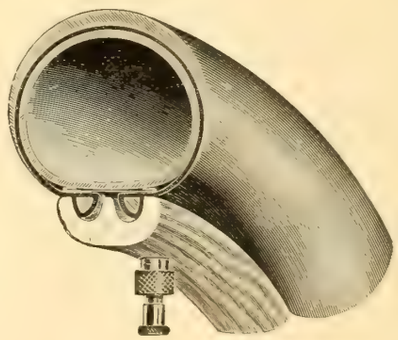
Write for our catalogue.

RELAY MFG. CO.,

READING, PA.

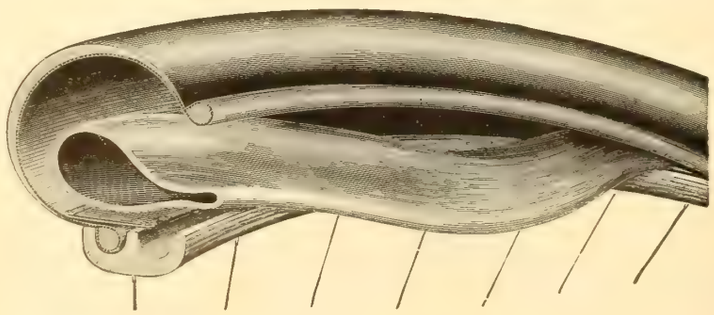
MENTION THE BEARINGS.

L. C. SMITH TIRES



They Are! They Are! They Are!

ALL RIGHT.



As the season advances, the value of the **L. C. Smith Tire** is fully demonstrated.

The **L. C. Smith** is the only detachable tire that will not cause wooden rims to split. If you do not believe so, give it a trial, or ask some of the **thousands** who have.

COMFORTABLE.

SAFE. --- FAST.

The L. C. Smith Tire Co., Syracuse, N. Y.

MENTION THE BEARINGS

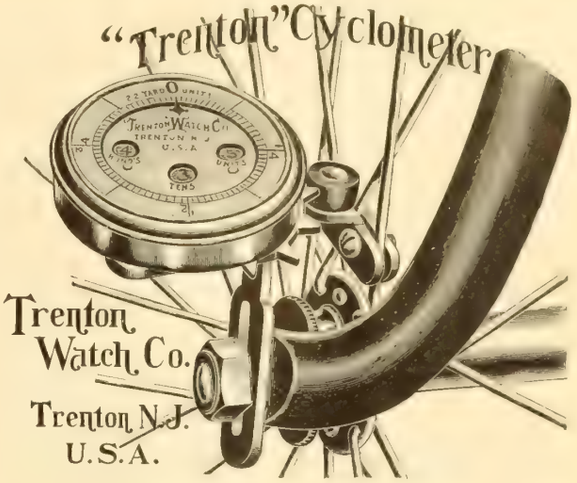
THE LATEST NOVELTY. THE GREATEST NOVELTY.

THE BEST CYCLOMETER.

The "TRENTON"

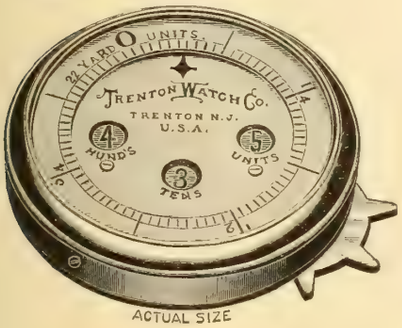
POINTS OF EXCELLENCE.

Small size.
Absolute accuracy.
Handsome appearance.
Strength and durability.
Dustproof and waterproof.
Noiseless and positive action.
Extreme lightness—weight 2¼ oz.
Can be read at a glance from the saddle.
Beautiful satin-finished **aluminum** dials which will not break nor crack. Polished **aluminum** case which is but one-third weight of nickeled brass. Scientific construction and careful inspection of all parts. Can be run **backward** or forward at a **high** rate of speed without danger of injury to instrument or bicycle. Fully guaranteed.



Why not have the best, when it costs so little? ($2.00)

Made of Aluminum. Weight, 2¼ oz.



Registers 1,000 Miles and Repeats.

THE GREATEST VALUE FOR THE LEAST MONEY ($2.00).

Dealers don't need to push "Trenton" Cyclometers. They sell themselves if you give them a chance. Order a sample from your jobber and accept no substitute.

Trenton Watch Co., Trenton, N. J.

Mention The Bearings.

LAMPS LAMPS

ALWAYS THE BEST.



ALWAYS THE BEST.

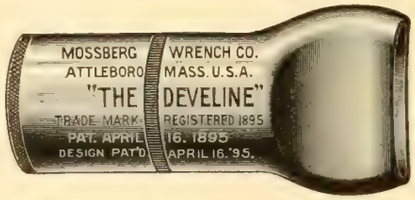
LAMPS LAMPS

Mention The Bearings

Develine Whistles

Ready for delivery. Can fill order same day received. We have a large quantity ready for instant shipment.

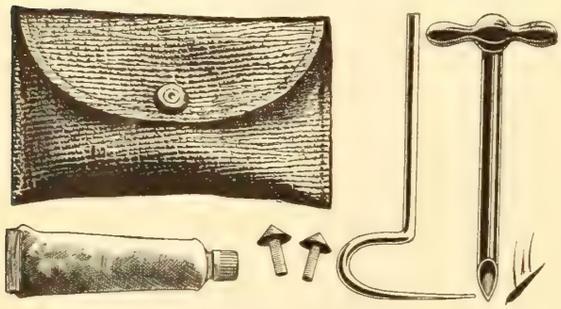
No delay here.



Actual Size.

The Heywood Repair Tool

Instantly repairs either single or inner tube tires of any make.



Simple, light, effective, quick.
Perfect repairs instantly performed.

Retail price, $1. Terms to dealers on application.

10c. each

POSTPAID.

$1.00 per doz. $10.00 per gross.

Cash with order or C. O. D.

Heywood Sundry Co.

48 Van Buren Street, CHICAGO.

THE MUNGER....

Sold in Chicago by

Alex. H. Revell & Co.
Wabash Ave. and Adams St.

Graham Cycle Co.
601 W. Madison St.

They were looking for a wheel to sell to the elite of Chicago and found it.



MUNGER CYCLE MFG. CO.

INDIANAPOLIS, IND.

YES

We have been snowed in and drifted under, but we are thawed out; and, having increased our facilities, are now able to supply

ELECTRIC TIRES PROMPTLY

These tires are made in single and double tube, and are very fine in quality, and also very fine in price. Our valve (the Duryea) simply leads the world. We also make the DURYEA DETACHABLE TIRE, single and double tube. If you are interested, write us.

THE INDIANA RUBBER & INSULATED WIRE CO.,

MARION, INDIANA.

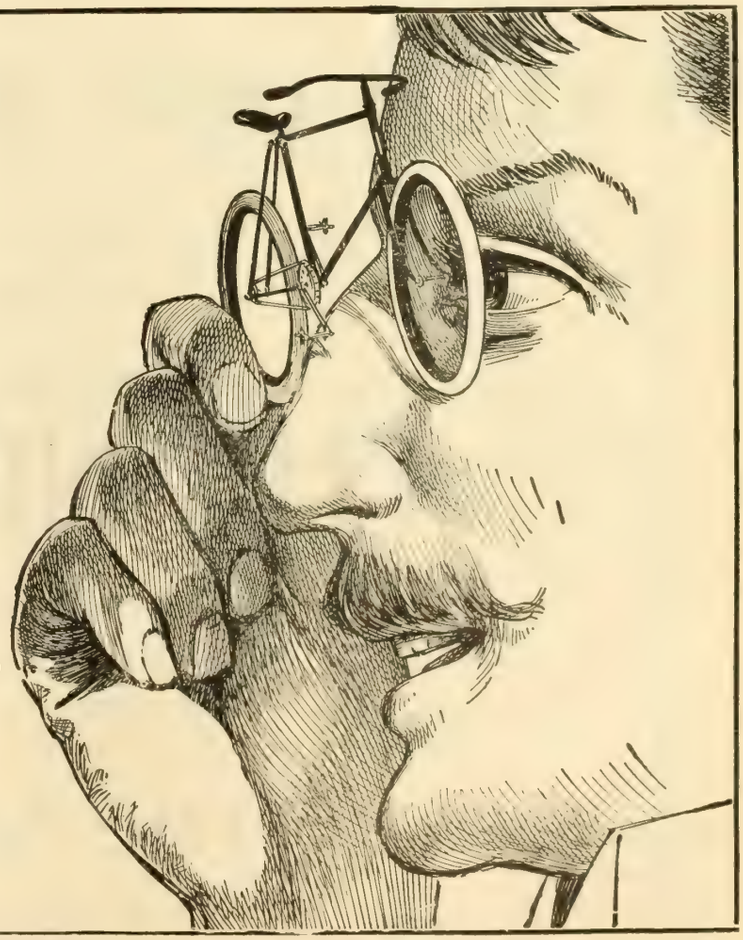
Mention The Bearings

Don't Overlook

the many dollars you can make by handling

"Imperial Wheels"

—the go-lightly kind.



Riders all want them. They're bound to have them. Get our catalogue—free.

AMES & FROST COMPANY,

Blackhawk St. and Cherry Ave.,

CHICAGO, ILL.

M. C. HENLEY'S

HIGH-GRADE

BICYCLE,

"THE HENLEY"

FOR 1896.

HENLEY BICYCLE WORKS, RICHMOND, IND.

Mention The Bearings

WATCH OUR SMOKE.....

and we will show you one of the finest bicycles on the market

THE NILSSON

is now ready. Watch for cut. We want only reliable agents. Drop us a line if you mean business.

THE NILSSON CYCLE CO.

77th St. and Woodlawn Ave., CHICAGO.

THE STIBGEN BICYCLE CO.,
Agents for Chicago.

Mention The Bearings

Chicago Tip & Tire Co.

BICYCLE MATERIAL AND SUPPLIES

WESTERN AGENTS.

The Boston Woven Hose & Rubber Co.==Makers of the VICI Locking Tires, EVER-TIGHT Molded Inner-Tube Tire, and the NEVER-SLIP Hand-Made Inner-Tube Tire, with a Complete Line of Repairs and Parts

Elastic Tip Company==Makers of Cycle Specialties—CELEBRATED WOOD RIM CEMENT; ELASTIC CEMENT in ½, ¾, and 1-inch tube; ELASTIC CEMENT by the barrel for quantity buyers; MIDGET REPAIR OUTFIT; LITTLE GEM REPAIR OUTFIT; Wrenches and Oil Cans; Cork Handles; Corkaline Handles; Bicycle Spokes and Nipples.

Snell Cycle Fittings Co.==Makers of Complete Frames, Machine Parts, Bottom Brackets, Hubs, Pedals, Rims, Oil-Hole Covers, Lubricators, Fork-Sides, Chains, and Lamps.

Shelby Steel Tube Co.==Makers of Cold-Drawn Steel Tube.

E. J. Lobdell==Maker of the Second Growth Hickory Rims.

In addition to the above we carry a Complete Line of Saddles, Tool Bags, and Sundries of every description.

CHICAGO TIP & TIRE CO., 152 AND 154 LAKE STREET, CHICAGO.

Mention The Bearings

Just try this bike, you'll ope your eyes
And prove the truth we advertise;
You'll surely say, with emphasis,
There is no other bike like this—

$100....

And full value, too.

.....THE PHOENIX

A model of exquisite grace

and great strength.

Made by **Stover Bicycle Mfg. Co., Freeport, Ill.**

Eastern Branch: 575 Madison Ave., New York.

Mention The Bearings

There are Kings and Kings==
but the

VIKING

Is the "BI"=KING.

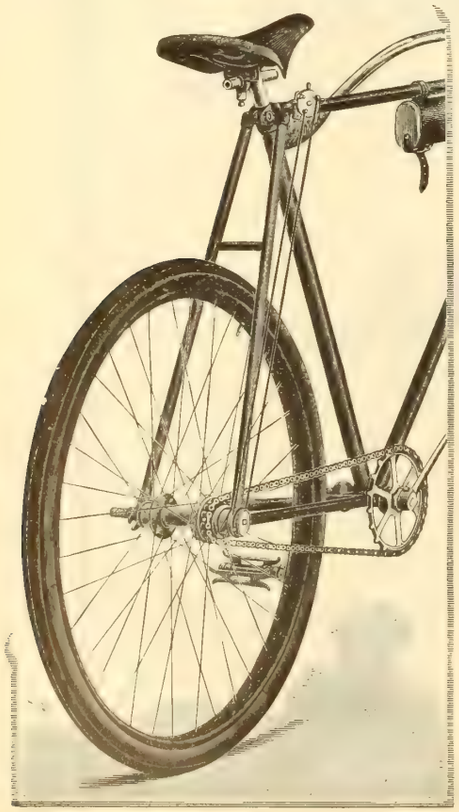
Highest of High Grades **1896==Model==1896.**

UNION MFG. CO.,

TOLEDO, OHIO.

Mention The Bearings.

DON'T! DON'T! DO NOT!



MAKE A MARTYR OF YOURSELF,

And ruin your joints, also those in your bicycle, in hill climbing, etc., all because your dealer is a back number and advises you to use the old single-geared chestnut. For all purposes,

The "J.& R." Changeable Gear

Makes bicycle riding a pleasure. With it you can save your wind and muscle and leave all competitors behind.

Applicable to any Bicycle. **Price $20 Applied.** **Send for Catalogue.**

Manufactured by

The McElwaine-Richards Co.

Ask your dealer for it; or if there is no dealer within reach, crate your rear wheel and express to us at NOBLESVILLE, IND., and we will put "J. & R." hub in and allow you expressage one way.

INDIANAPOLIS, IND.

Mention The Bearings

A SURE WINNER!

And it's just what you are looking for, if you want to supply your customer with a good, reliable wheel and at the same time strictly up to date.

We can make Immediate Deliveries

Good discounts to reliable agents.

SCHLUETER CYCLE MFG. CO.

50-54 PLUM ST. CINCINNATI, OHIO.

Mention The Bearings

The Liberty

America's Representative Bicycle

LIGHT.
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ROCHESTER, N. Y. 100-miles, 4:50:32. A. B. McDonald.		COLUMBUS, O. 1 first. 5 seconds and thirds.		SO. FRAMINGHAM, MASS. 2-mile handicap, from scratch. W. S. Reynollds.	
	BATH, ME., June 19. 7 firsts, 5 seconds, 3 thirds. Won every race.		SYRACUSE, N. Y. 2 firsts, 1 second. W. E. Shaw.		LYNN, MASS. 15-mile road race, time prize. Burns Pierce.
CLINTON, MASS. 3 firsts, 1 second.		ROCHESTER, N. Y. 22-mile road race from scratch. 1:05:17 McDonnell.		WILKESBARRE, PA. 2 seconds. Class B.	



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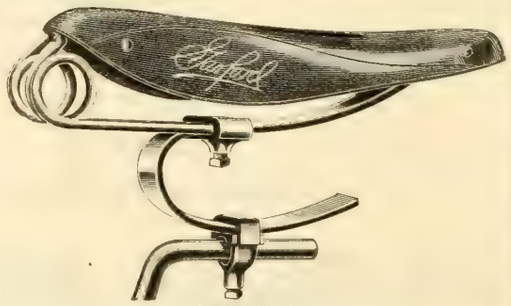
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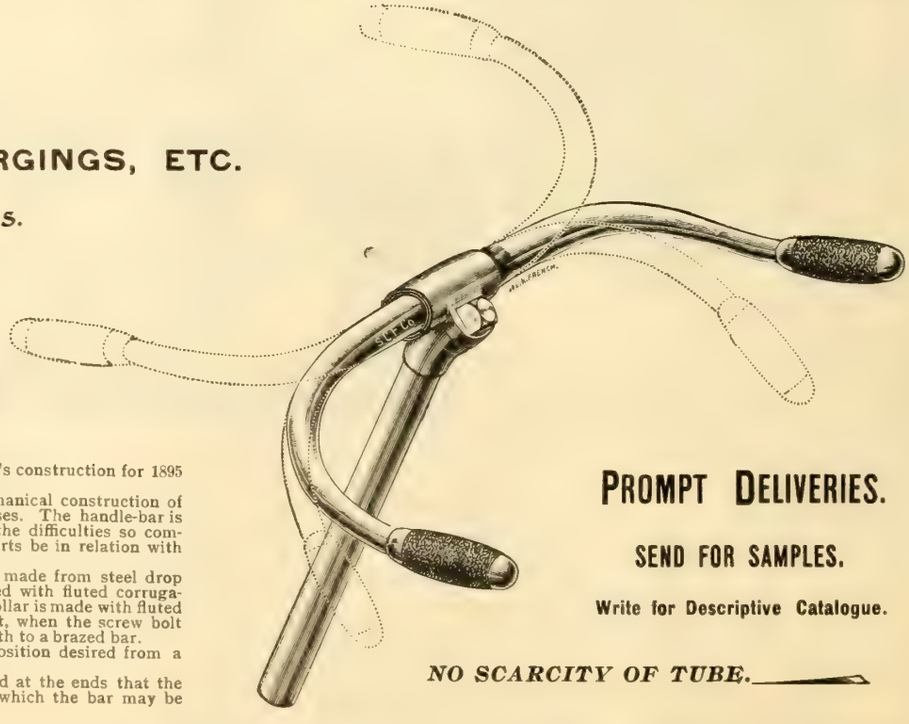
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The adjustment is practical, the handle-bar can be changed to any position desired from a raised bar to a full drop in a moment at the will of the operator.

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The "March" Combination Tandem.



Very sorry, though, we can not accept any orders as we have sold all we can make this year.

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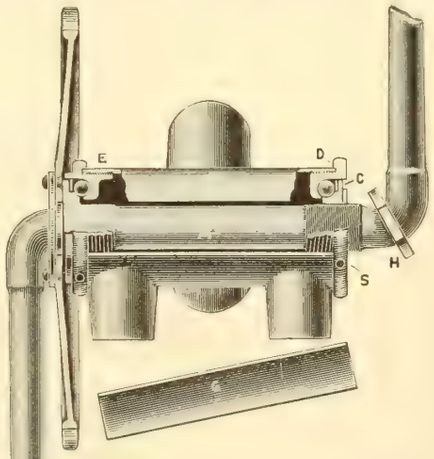
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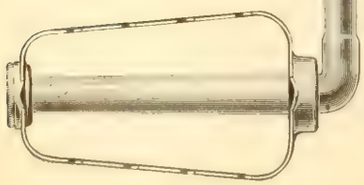
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Forgings Supplied to Manufacturers.

Loose cranks or pedals not possible.
Weight reduced one pound.
Fourteen less pieces.
No keys or corners to catch trousers or skirts of rider.
Narrow tread with ball races wide apart.
Bearing on sprocket side under pull of chain.
Crank axle never wears out, as cones are removable.
Turning of four screws takes it apart in a minute's time.
No hammering of cranks or cotter pins in an unmechanical manner.
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The axle, cranks, and pedal pins are made in one piece. To remove from frame unscrew jam nut, H, cone, C, races, D and E, and axle comes out through slot in sleeve on under side, without taking **chain apart** or **pedals off**. The opening in sleeve is closed by Section G, which is held in place by **flanges** on the ball races. All bearings are threaded right or left, to prevent working loose. The axle is so **proportioned** as not to bend between bearings or at corners in case of severe accidents, but in small part of crank arms, where it will not throw bearings out of truth. A bend here will extend over about two inches of crank arm, and will not strain the metal at one point. The steel used in these crank axles is special, of tool steel quality, low in carbon, spring tempered, and not so hard but what it will stand bending and straightening many times without breaking.
Our patents cover one piece cranks and axles of every practical construction.

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At the Illinois State L. A. W. Meet held at Galesburg--

Arthur Gardiner, mounted on a THISTLE, wins four out of the six Class B events. Thistle riders also capture two second prizes, two thirds, and the

5-Mile and 1-4-Mile State Championships.

The Thistle holds 50-mile world's record, 2:03:56¾.

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THISTLES THISTLES

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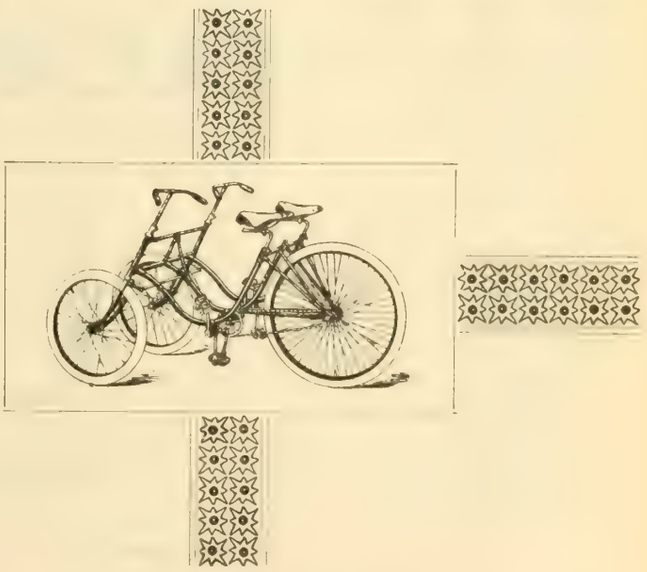
The EUCLID SOCIABLE

Is, we believe, a vehicle which will fill a desire long felt by scores of riders. It combines in itself all the advantages of the old-style Sociables, with the ease, speed, and convenience of the safety bicycle now universally favored. The Euclid is the smallest, lightest, and at the same time the strongest machine of its kind made. It is the only Sociable that will tilt conforming to the curve of the road, an advantage which can not be too highly estimated. It carries its passengers on either side of the driver, with nothing under or back of the riders to trap them, thus making it the only

Absolutely Safe

and easy-riding cycle of its kind, the jolting motion of other three-wheelers being rendered impossible by the position of the riders. A child may be conveniently carried between the steering wheels—and in front, over the forward wheels, a large amount of baggage may be carried without inconvenience to the riders. Requires no experience to ride. It may be ridden by one person at any time and for any distance. The saddles are adjustable to height and weight of riders, giving perfect balance. It has no equal for touring. Its dimensions are 47 inch wheel base, 27 inches between centers.

No time and expense has been spared to make this machine strictly high grade in every respect.



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BUT CAN YOU DO IT?

"A little nonsense now and then,
Is relished by the wisest men—
It soothes 'em and it cheers 'em."

The Gendron Puzzle

THE NEWEST—
THE VERY LATEST NOVELTY OUT,
AND WILL COST YOU NOTHING
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Just take it apart, and
put it together again.
LOOKS EASY,
DOESN'T IT?
BUT TRY IT.

We will mail The Gendron Puzzle free to anyone sending us a postal card containing name and address. Secretaries of clubs can get more than one if request is made on club stationery. Write name and address distinctly.

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THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XI

No. 23

CHICAGO, JULY 4, 1895.

JOHNSON THE WINNER.

The Little Swede Wins the Three-Cornered Match at Toronto—Competition Mile Record of 1:59 1-2 Made.

TORONTO, ONT., July 2.—The professional bicycle races held under the auspices of the Toronto Ferry Co.'s Track Association, at Hanlan's Island, yesterday, proved very successful. John S. Johnson, W. C. Sanger, and H. C. Tyler were the stars. About 5,000 spectators were present. The Ferry company gave a purse of $1,500, 65 per cent of which went to the winner and the balance to the second man.

Only two heats were necessary to demonstrate

Johnson's Superiority,

and in the first heat the remarkable time of 1:59½ was made, the time for the quarters being as follows: Quarter, :29½; half, :57; three-quarters, 1:27½; one mile, 1:59½.

The weather was very favorable for fast time, there being hardly any breeze. The finishes in each heat between Johnson and Sanger were very close. In the first contest the riders were paced by A. E. Weinig and P. O'Connor on a tandem. The start was a poor one, Johnson having the pole. The finish was so close that some of the spectators

Thought Sanger had Secured the Prize.

In the second heat Johnson again won by a matter of inches, the time being 2:01¼. Besides the match race Harry Tyler, paced by Sanger, rode a half mile in one minute flat. Lee Richardson, of Chicago, gave an exhibition of fancy riding, riding a quarter-mile backward in 57½ seconds.

Summaries.

Match races in mile heats, best two in three. First heat.—Johnson, first; Sanger, second; H. C. Tyler, third. Time, 1:59½.

Second heat.—Johnson, first; Sanger, second; Tyler, third. Time, 2:01¼.

Half-mile open.—Declared no race; slow time.—Sanger, first; P. O'Connor, second; W. Colman, third. Time, 1:10. Tyler and Weinig also started.

One-mile handicap.—Johnson, scratch, first; O'Connor, 60 yards, second; Coleman, 75 yards, third. Time, 2:17½. Weinig, 50 yards, also started.

JOHNSON WINS THE SECOND MATCH.

GRAND RAPIDS, MICH., July 2.—John S. Johnson won the second match with Sanger and Tyler today. It was not quite so onesided as the Toronto match, as Sanger won the second heat. There was some trouble before the races, owing to the horsemen refusing to apply to the League for a sanction, but when Sanger refused to ride until they did so, they backed water and telegraphed for a sanction.

The first heat was won by Johnson. Tyler got the tandem at the start, but in the homestretch both Johnson and Sanger jumped him, Johnny just beating Sanger by inches. Time, 2:04. The second heat fell to Sanger in 2:10½, but in the third Johnny managed to beat his big opponent in 2:10½.

Johnson then tried to beat two minutes, but finished in 2:02¼.

THE CANADIAN MEET.

WATERLOO, ONT., July 1.—The thirteenth annual race meet of the Canadian Wheelmen's Association was most auspiciously opened at Waterloo today. It was the largest attended in the history of the association, there being nearly 2,500 wheelmen from all parts of the Dominion present. The weather was all that could be desired.

The racing was marred by about a dozen spills, the most serious of which occurred to Colin Harbottle in the mile, Class B, championship, in which he fell and was badly cut about the knees and arms and was carried off the track unconscious; fortunately no bones were broken and beyond a severe shaking up he is none the worse.

In the two-mile Waterloo handicap Wilson, of Galt, rode over the bank and dropped about five feet, and in the five-mile championship Logan—who entered the race for the purpose of pacemaking—Marshall Wells, and Gibbons, of the Brantford team,

Went Over the Bank Into the Crowd

at the same spot. The spectators thought a very bad accident had occurred, but the men came out unharmed, except a few scratches and bruises, and were able to walk to their dressing-rooms. The track, while a satisfactory one in many respects, is not sufficiently banked, and the corners are too narrow for large fields.

There were two heats in the mile international, Class B. This was the race which C. R. Coulter, of Toledo, wanted. The starters in the first heat were Coulter, Fred Young, Harley Davidson, Marshall Wells, and Tolton, Coulter won his heat quite handily. In the second heat Angus McLeod. W. M. McIntosh, and Alf Young faced the starter, McLeod winning the heat, beating out McIntosh by about five yards. In the final heat of this race a time limit of 2:20 was put on by the referee. Coulter exhibited considerable disinclination to make the pace, knowing he had a reasonably sure thing in the sprint. Coulter won the race with ease, but failed to get inside the time limit by four seconds. It was subsequently run over, when Coulter again won in 2:09⅕, being paced by a tandem for two laps.

The five-mile championship went to W. M. McIntosh, who beat out Harley Davidson by about one inch.

One of the Features of the Meet

was the bicycle parade from the town of Berlin to Waterloo, a distance of two miles; when the leaders of the procession reached Waterloo the tail-enders had not left Berlin. All the Toronto clubs were well represented, especially the Wanderers. Nearly all the bicycles were decorated with the club colors and as over 2,000 wheels were in line it was a very pretty sight.

The races started sharp at 1:30 p. m., and there were quite 10,000 spectators present. It was a big day for Waterloo and the C. W. A. The bands from Waterloo and Berlin furnished a choice musical programme.

In the evening there was the usual C. W. A. concert and presentation of prizes, followed by a smoking concert, at the conclusion of which, special trains left for Toronto and other points.

Summaries.

One-mile championship, Class B, final heat.—Angus McLeod first; W. McIntosh, second; T. B. McCarthy, third. Time, 2:52.

Half-mile championship, Class A.—F. Loughead, first; H. Hulse, second; H. McKellar third. Time, 1:07.⅕

Two-mile Waterloo County handicap, Class A.—R. B. Moore, 150 yards, first; H. V. Cottrell, 75 yards, second; W. S. McKay, scratch, third. Time, 5:10⅕.

Five-mile championship, Class B.—W. McIntosh, first; Harley Davidson, second; Angus McLeod, third. Time, 12:55.

Two-mile Class A, 5:40 class.—John Wills, first; H. Hulse, second; John Harley, third. Time, 5:22⅖.

One-mile international, Class B.—C. R. Coulter, first; F. W. Young, second; Angus McLeod, third. Time, 2:09⅕.

Three-mile tandem, Class B.—Robertson and McCarthy, first; W. Hulse and B. E. Cummings, second; Brown and Young, third. Time, 7:58⅗.

Three-mile team race, Class A.—Toronto B. C., 24 points, first; Sarnia B. C., 22 points, second; Queen City, 18 points, third. Time, 8:03⅘.

THE LEAGUE WILL CONTROL PROFESSIONALISM.

NEW YORK, July 2.—The recent speculation as to the course the League would take regarding professionalism has been settled. The League controls all American track racing, professional or otherwise. Spalding telegraphed Sanger yesterday instructing him not to ride at Grand Rapids today, no sanction being granted. Sanger and Shafer are making this trip to Toronto, Grand Rapids, and Waltham without Spalding's consent, and at their own expense. Spalding's telegram yesterday proves that Sanger is still employed by him.

Gideon will sanction all professional tournaments at Manhattan Beach this summer. This ends the question regarding the League's intention. The racing rules will be changed to allow for a professional class during the League meet, professional races having been added to the programme at Asbury Park. A telegram from Syracuse contradicts the rumor of Dirnberger's flop.

FOREIGN PROS COMING.

NEW YORK, July 2.—Wheeler, Banker, Martin, Verheyen, Crooks, and other professionals now abroad sail for America at an early date. They were waiting for the League to assume control over professional racing. Preparations for departure began on receipt of the news yesterday.

ALL VEHICLES MUST CARRY LIGHTS.

NEW YORK, July 2.—Mayor Strong yesterday signed an ordinance compelling all vehicles to carry and show lighted lamps after dark, thereby making it a law taking effect immediately.

PROFESSIONALS DRAW CROWDS.

Philadelphia's Meet Largely Attended—Johnson Defeats Tyler—Ziegler Rides Well.

PHILADELPHIA, PA., June 30.—In the presence of the largest crowd that ever attended a race meet in this city, professional racing was given its first trial by an amateur club at Tioga track this afternoon. It was the annual diamond tournament of the Pennsylvania Bicycle Club, and from every standpoint it was one of the most successful tournaments ever held here. The programme was divided between Class A, Class B, and professional events, and of the three classes the latter were the most exciting. Notwithstanding the fact that there was a national circuit meet in New York,

Many of the Fliers Chose to Come Here.

The entire Syracuse team had been entered, but sent word that it would be impossible to come. The committee in charge of the meet, however, threatened to report the men to Chairman Gideon, and as a result they came on from Syracuse.

The feature of the day was the first appearance of Harry Tyler, Pat O'Connor, and a number of others as professionals, and was the outcome of the races in which they were entered with John S. Johnson. An effort had been made to arrange a match race between Johnson and Tyler, but the deal was dropped because the men wanted too much. It was just as well that it did, however, for they met in the final of the one-mile open, professional, and decided matters.

Johnson Won the First Heat,

and Tyler qualified in the second preliminary heat. When the clerk of the course called off the men's names at the tape previous to the running off of the final Tyler was there, but Johnson failed to show up. Investigation was made, and it was reported that the "White Flier" had broken his wheel. This seemed plausible enough, and the race would have been started without the little Swede but for the antics of the spectators. There were hisses and loud cries that he was afraid to meet Tyler, and a small sized row seemed imminent when it was finally announced that Johnson's wheel had been fixed and that he would ride. Even when he did come out many were of the opinion that he would in some way injure his wheel

In Order to Get Out of Racing Tyler,

but nothing of the kind occurred. The starters were Tyler, Johnson, Bartholomew, Starbuck, and Weinig. Tyler got the pole, with Johnson next to him. Starbuck set a hot pace in the first lap, but on the second time around the track no one wanted to do the work, and a loaf was the result. In the final lap, however, Harry Tyler made the pace and kept a good lead until the last turn, when Johnson sprinted, and catching up with him they had a hot fight to the tape. Johnson "humped" and got in one of his famous driving finishes, defeating Tyler by a wheel's length in 2:32⅕.

Previous to this event Lee Richardson, of Chicago, rode a mile backward and made a new world's record, lowering the time from 4:40 to 4:04⅖, and

John S. Johnson Rode the Fastest Mile

ever ridden in the state of Pennsylvania. The latter went the mile in 2:00⅗. Johnson was paced by Starbuck and Bartholomew on a Barnes tandem, and Pat O'Connor and Weinig on a Syracuse.

The fine riding of Otto Ziegler called forth much applause from the audience. He made his first appearance in the mile open, Class B. In the first heat the men failed to finish inside the time limit and no race was allowed, Referee Bunnell putting the prizes up for competition in the second heat. Ziegler kept well back of the bunch for the first two laps, but in the finish moved up from last position on the outside and won handily. Ziegler also won first place in the third-mile handicap, Class B,

Coming to the Front in the Last Lap

in a driving finish, beating out Allen by a few inches, with Jenny a close third.

The two-mile handicap, Class B, furnished lots of sport, inasmuch as there were in reality two races in one. The handicapping was poor, and as a result the limit men rode in a bunch by themselves, and were never headed. Ziegler started from scratch and overtook the field in the second lap of the first mile. No one offered to set the pace, and as a result it was a regular loaf. Eddie Miller had a handicap of 180 yards, and gave the men in the first batch a pretty good chase, finally winning. When Miller crossed the tape the second bunch, still a full length behind, made a spurt, and gave a pretty exhibition. Ziegler plied away at his 76 gear, but to no effect. His spurt was too late, and he was beaten out by Jenny and Church.

In the other professional events Charley Ashinger and A. E. Weinig won the two-mile and five-mile handicaps respectively in easy style. There were a number of "spills" during the afternoon, but no one was seriously hurt.

Summaries.

One-mile open, Class A.—W. D. Osgood, first; C. B. Jack, second; C. W. Pearson, third; C. H Henzel, fourth. Time, 2:30⅖.

One-mile Pennsylvania Club championship.—J. B. Rogers, first; G. B. Mershon, Jr., second; Weise Hammer, third. Time, 2:41.

Third-mile handicap, Class A.—Harry Hawthorne, 35 yards, first; H. T. Coates, 30 yards, second; J. Lindley, 30 yards, third; C. B. Brookbank, 30 yards, fourth. Time, :43⅗.

Third-mile open, Class B.—Otto Ziegler, first; F. H. Allen, second; Frank J. Jenny, third. Time, :46⅕.

Five-mile handicap, Class A.—Ben Peck, 275 yards, first; C. B. Jack, scratch, second; C. W. Pearson, 150 yards, third; W. G. Douglas, scratch, fourth. Time, 12:24⅖.

One-mile open, professional.—John S. Johnson, first; Harry Tyler, second; J. S. Starbuck, third. Time, 2:32⅘.

Two-mile handicap, Class B.—E. F. Miller, 180 yards, first; J. Fred Barry, 190 yards, second; F. H. Rumford, 180 yards, third. Time, 4:41.

Two-mile handicap, professional.—C. W. Ashinger, 360 yards, first; S. T. Cassidy, 375 yards, second; Pat O'Connor, 150 yards, third; John S. Johnson, scratch, fourth. Time, 4:11⅗.

One-mile open, Class B.—Otto Ziegler, first; Frank J. Jenny, second; W. A. Terrill, third. Time, 2:31.

Five-mile handicap, professional.—A. E. Weinig, 275 yards, first; J. S. Starbuck, 160 yards, second; Dawson Fornwalt, 450 yards, third; H. E. Bartholomew, 175 yards, fourth. Time, 12:54⅘.

JOHNSON LANDS MORE RECORDS.

BETHLEHEM, PA., June 27.—The popularity of professional bicycle racing was again demonstrated at Rittersville today when a large crowd turned out to see John S. Johnson and the other cash prize racers. The half-mile track was in excellent condition, but a steady east wind which blew all afternoon proved very detrimental to fast time.

Johnson, however, didn't seem to mind this drawback, and succeeded in lowering a world's record. The trick was done in the half-mile handicap. Johnson started from scratch and rode around the six other contestants, finishing ten feet in the lead in 1:03½, and establishing a new world's record for a competitive professional race. Later in the day he went for the world's professional record for the mile, and paced by Starbuck and Bartholomew on a tandem, went the distance in 2:06⅕. The time for the first half was 1:01. The summaries.

Half-mile handicap.—Johnson, scratch, first; Weinig, 45 yards, second; Eaton, thir Time, 1:03½.

One-mile open, flying start.—Johnson, first; Eaton, second; Weinig, third. Time, 2:24¾.

Two-mile handicap.—Starbuck, first; Bartholomew, second; Weinig, third. Time 4:54½.

Half-mile open, flying start.—Johnson, first; Bartholomew, second; Weinig, third. Time, 1:06¼.

Five-mile handicap.—Weinig, 275 yards, first; Starbuck, 160 yards, second; Fornwalt, 450 yards, third. Time, 13:02¾.

"KING MICHAEL" MAY FLOP.

SYRACUSE, N. Y., July 1.—There is every indication that the professional ranks will be strengthened by one rider who under ordinary circumstances would not desert the League of American Wheelmen if the prospects for his remaining were at all bright. Heartsick and weary, Michael F. Dirnberger, Jr., the star of the Syracuse team, arrived in this city a few days ago. His joints were still stiff from the terrible fall he got at Wilkesbarre, while a long red scar extended from his right knee to the ankle, showing how well the cinder track had done its work when Mike went over the handle-bars. He wired the following dispatch to Chairman Gideon:

"Am too sick to ride at Philadelphia. Balance of team will compete sure."

It would not do. Gideon's reply was laconic and to the point.

Dirnberger Must Come or Suffer the Consequences.

The boy was in a great state of mental agony over the affair, but could not leave his bed. His right limb is badly swollen, the effects of the terrible illness he had last winter when the deadly typhoid fever fastened its grip on the youthful record breaker. "It was impossible for me to go," said Dirnberger. "I tried to get up but found it impossible. Gideon no doubt will call me to account for what appeared to be erratic judgment on my part, but the matter could not be helped. I hope he will be fair-minded enough to appreciate the situation. I will tolerate no suspension. I am innocent, and if the chairman sees fit to place me under his ban why, the professional field is wide open, and

"The Promoters are Extending a Helping Hand

to the boys who have stepped off the L. A. W. plank into what looked a few months ago a treacherous quicksand. Before I jump John C. Bowe, general manager of the Syracuse Cycle Co., must first be interviewed. He has been out of town for several days, and I must get his sentiments on this question before I determine fully upon my future course.

"The racing system of the present is rotten. In Philadelphia I won a second prize. On the programme it listed at $75. After getting the unset stone I took it to a practical jeweler, and he valued my prize at precisely $32. And, mind you, Gideon was referee at that meet. I have forwarded the stone to Chairman Gideon with the request that the race meet promoters be made to understand that I want a diamond valued in accordance to the valuation on the score card. I will get it, too."

Dirnberger believes that he

Can Make a Success of Professional Racing

and will come out at the end of a season a much bigger winner in consequence. They all want the stuff in these parts.

The advocates of the rational costume got a black eye in this city last week when a pair of fair damsels with more charms than common decency and good sense appeared on a prominent thoroughfare in short skirts that did not extend to the knee, their lower appendages being incased in silk stockings. Mrs. Grundy wagged her tongue, and the anti-suffragists got in their fine work. While the exhibition was condemned liberally by all who observed the eccentric couple, a comment on the part of a local newspaper had the effect of discouraging further attempts in this line.

SANGER SOLD HIS PRIZES.

The Milwaukean Said to Have Made $7,000 Out of Racing Last Season—Cream City News.

MILWAUKEE, WIS., July 1.—The indifferent manner in which Walter C. Sanger received the news from Chairman Gideon of his suspension from the L. A. W. ranks pending an investigation and the subsequent entering of the professional ranks before the chairman could make his investigation, did not cause the slightest surprise in this city. It is openly hinted here that Sanger has been playing his cards this year so that the chairman would be obliged to act in his case. His friends believe that, knowing that his employers would not permit him to turn professional while he was under their wing, Wally laid himself liable to suspension so that he might be given an opening to flop. This does not seem improbable at all. He has been anxious to get out of Class B ever since Zimmerman deserted the League and went to France and brought back foreign gold. During all last winter while here he told his friends that

If he had Followed Zimmerman

he would have a bank account of several thousand dollars.

Sanger is guilty of the charge that has been preferred against him as far as selling his prizes is concerned. Had the Racing Board so wished it could have suspended him last season. Almost any rider in this city knows that Sanger has sold his prizes as fast as he could find buyers. He was not the salesman personally, but his brother transacted all his business and deposited the cash obtained in the bank to Walter Sanger's credit. It is stated here on good authority that Sanger last year cleared from the track and his salary as a Class B man no less than $7,000. That his income has been good will be seen from the fact that he has supported his parents since last June. This is more than he could have done on the salary he received from the Union company. Now that he is a professional his friends believe that he will make more money, and will soon have a snug bank account. It is not believed that he will go outside of the United States to race this season.

There is some uncertainty here this year as to

Who Will Conduct the National Circuit Races.

The Associated Cycling Clubs of this city are composed of the North Side and the Mercury clubs. The association has been granted a sanction for a two-day meet here, on August 19 and 20. The association really only exists in name, and so far this year has accomplished nothing. It is not at all unlikely that the association will throw up the sanction before the date for the races comes round, and that either the North Side or the Milwaukee Wheelmen will have to take hold of the meet. It was reported here today that the association had decided to abandon the races, but members of the North Side Club who have been appointed to make arrangements for the events deny the report. One thing is certain, however, and that is that little or nothing is being done in the line of making arrangements.

Tandem racing seems to have become a fad this season in this state. Scarcely a town exists in Wisconsin that does not have one or more teams.

Considerable Speculation is Going on

as to which team will win the state championship. Ed Roth and Harry Crocker, of this city, are generally looked upon as the fastest team, but Marinette has two brothers who are out for the honors. Their names are Joseph and Norman Sandburg and they have issued a challenge for a match race between the two teams to be held some time in August. Roth and Crocker will probably accommodate the Marinette riders.

Though there has been a remarkable increase in Wisconsin this year of women riders few of them have taken advantage of the privilege accorded them by the L. A. W. to become members. There are only eight women in the state who belong to the League but an effort will be made to increase this number at once. Women are taking an active part in the sport. Everywhere they are organizing clubs of their own. One has just been organized at Waukesha and the majority of members wear bloomers.

Chief of Police Janssen has taken active steps for the apprehension of bicycle thieves. During the past two months eighteen wheels have been stolen in this city. Of this number ten have been recovered. Detectives have no difficulty in apprehending horse thieves, but they have found it difficult to trace a wheel. The chief now proposes to

Keep a Record of all Wheels Stolen,

and furnish every repair shop in the city with a list of the numbers of the stolen wheels. Instructions have been issued to the repair men to compare every wheel that comes in the shop with the numbers on the list, and when a stolen wheel is found to notify the police at once, so that the owner of the wheel can be questioned. The lists of the stolen wheels will also be supplied to every officer in the state.

The Burlington road race was run last Thursday from Burlington to Lyons and return, a distance of eleven miles, and was witnessed by 3,000 people. The race was won by Herman Lock, of Lyons, who had a seven-minute handicap. His time was 35:32. Walter J. Clarke, of Burlington, finished a close second, while H. Zerbel, of Milwaukee, came in third. The latter also won the time prize in 31:00.

Berlin Wheelmen are Stirred Up

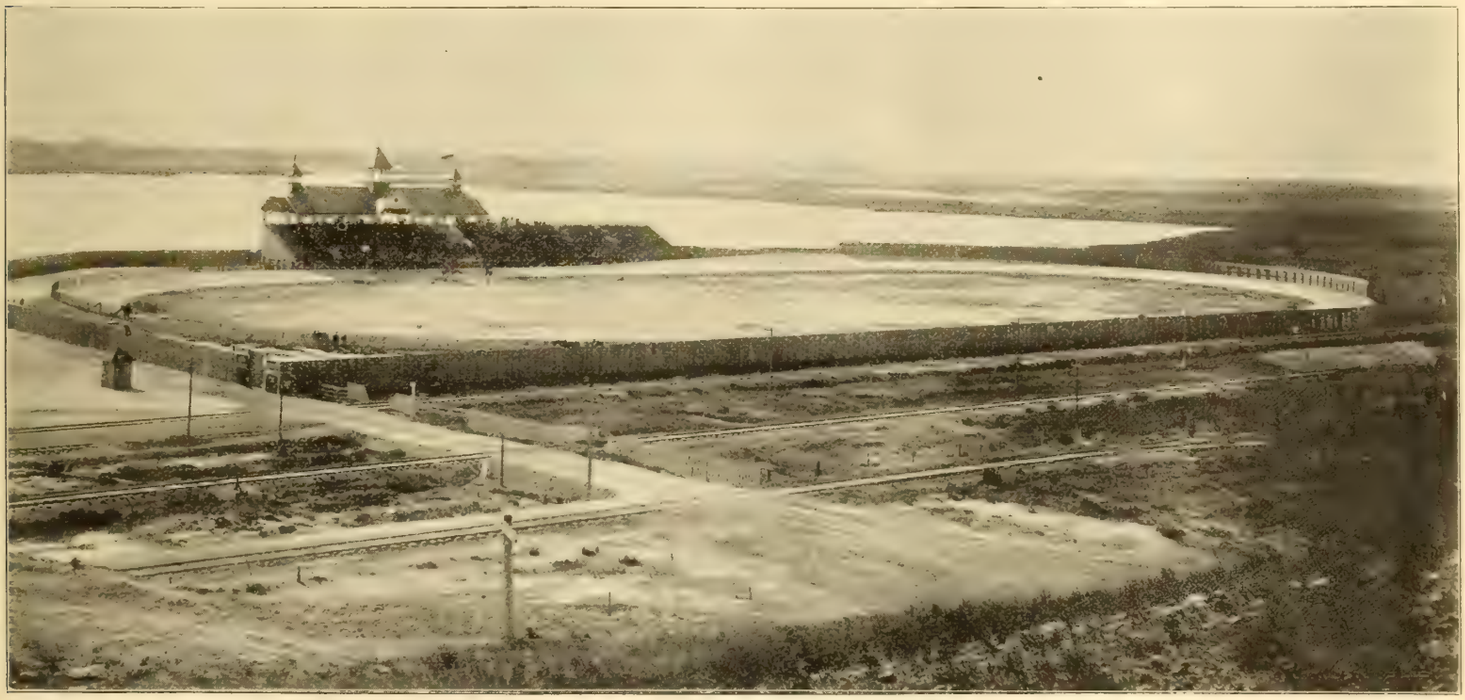
over the arrest of one of their guests. Several days ago an Oshkosh rider named Brynat came to visit the riders of Berlin. He was not aware that there is a law in that town prohibiting riding faster than six miles an hour, and only four miles an hour when deviating from the straight and narrow way. He rode faster than prescribed by ordinance, was arrested and fined $5 and costs. The wheelmen are indignant, and are complaining that the ordinance is unreasonable and unjust. An attempt will be made to have it repealed.

Menasha Wheelmen are obliged to pay a tax on their bicycles. They are complaining, and believe that the dogs in that town ought to be taxed before the bicycle is assessed.

This is the last year that the Waukesha-Milwaukee road race, which has become

One of the Largest Road Events in the Country,

will be conducted on the Fourth of July. It has been learned by the Milwaukee Wheelmen that there are too many other events in the state and in neighboring cities to induce fast wheelmen to come here, and therefore the entry list is impaired. Next year the race will be run on a Saturday afternoon, two or three weeks after the Fourth. It is not likely that the course will be changed.



View of the new track at Salt Lake City, Utah.

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GEO. K. BARRETT, EDITOR.

A BLACK EYE FOR WHEELMEN.

Score a knockdown for the owners of the Fort Dearborn Building, representing, unofficially, the owners of buildings, and a black eye for Lawyer John H. Breckinridge, representing, unofficially, the great body of wheelmen. Mr. Breckinridge some time ago was prevented from carrying his wheel into his office in the Fort Dearborn Building, by the janitor acting under orders from the owners, and he forthwith applied for an injunction restraining the owners from interfering with his carrying his bicycle to his office. The injunction was denied on the grounds that the owners of buildings have the right to make such rules for the care of their buildings as may seem meet to them. Mr. Breckinridge promises, however, not to let the matter drop but to carry it to the higher courts and to bring an action for damages if all other methods fail. His legal battles will be watched with curiosity, and, in the meantime, owners of buildings who are looking to their own best interests, will provide proper storage places for he wheels of such of their tenants as desire to ride to business.

THE COURTESY OF THE ROAD.

The time ever was, as long as cycling existed, when there were wheelmen who had no regard for the rights of others on the road. With the advent of this year's vast army of raw recruits the number of those who have no regard for the comfort or safety of any but themselves and their immediate companions has vastly increased. There is some possible excuse for the would-be speed merchant who goes scorching through the streets, although he should receive no encouragement from the representative bodies of wheelmen throughout the country. Bad as he is, there are others who are infinitely worse, riders who persist in passing other cyclists on the wrong side, crowding between two wheelmen who are riding abreast, and, in particular, riding on the wrong side of the road. Again, it is not at all an uncommon thing to see half-a-dozen wheelmen of this species riding along a street all abreast, to the discomfort and danger of all other users of the road. This is particularly annoying and dangerous at night when, by using all proper precautions, the danger from collisions is not entirely obviated.

There is no known plan by which common sense and common respect for the rights of others can be instilled into the heads of this class of riders; but the old brigade, who have ridden long enough to know the proper way to ride, can do much to abate the nuisance by a few quiet words to the transgressors. Meet a wheelman on the wrong side of the street and say, in passing, "Don't you know the right side of the road?" and it will have its effect. After he has heard this question two or three times he will begin to be ashamed and will reform.

PROFESSIONAL RACING.

There is no change since last week in the racing situation. Sanger, Johnson, and Tyler have ridden in professional events, and the assertions made by some that the announcement that they had finally decided to become out-and-out pros, regardless of the Racing Board's actions, was found to be without foundation. No additions to the ranks of the cash riders have been made, although it is an open secret that all, or nearly all, of the riders who competed in the Press Cycling Club tournament received checks instead of prizes of the usual kind; but Gideon seems to have been unable to get the proof necessary to punish others than Sanger. The latter's action in refusing to make any defense of his action when he knew that such a defense would involve perjury can only be regarded as manly and honest, while those who were equally guilty, and who still persist in wearing the sham cloak of amateurism, are making unworthy spectacles of themselves. They have not even the excuse that they might have offered but a little while ago, that if they were once declared professionals there would be no place in the racing world for them. Professional races at Philadelphia, Toronto, and Grand Rapids drew crowds sufficiently large to show that professionals will not only draw as big gates as amateurs but will draw bigger ones. "The largest crowd that ever attended a race meet in this city" is the way our Philadelphia correspondent characterizes it. It is already plain that race promoters are more than ready to hang up cash prizes, and all who give races in the near future are planning attractions for the dollar chasers. In New York preparations are under way to run professional races regularly throughout the season, and the same is true in Chicago. In addition to this a number of owners of trotting tracks are investigating the question of establishing a professional circuit and offering cash prizes.

The question that is agitating the minds of the racing men is whether or not they will be able to hold their positions as salaried employes of the manufacturers, in the professional ranks. All are eagerly watching Sanger and Spalding, and the latter's treatment of the former. They argue that if Sanger can hold his situation, they can hold theirs.

"Bookmakers will never bother with bicycle races," said an old horseman the other day. "The loafing such as is seen in the open races would cause many of the gamblers to have 'heart disease.' They are used to having a race from start to finish." This is respectfully referred to those prophets who claim that professionalism will attract the bookies.

Cycling is looking up in Austria. The Archduchess Marie Therese and the Archduke Ferdinand saw our Banker show all the native speed merchants his rear wheel in the Austrian Derby, at Vienna, the other day. This race is the blue ribbon event of cycling in the land of the Weiner Snitzel.

Johnson's victories at Toronto last Monday, and again at Grand Rapids on Tuesday, prove that the "White Flier" is in rare form. But Bald and Cabanne would push him hard, for they have defeated Sanger and Tyler with ease this year, while "Wooden Shoes" lost to Johnson by a scant six inches.

A Chicago paper states that four St. Louis riders were put into Class B against their wishes. It was really mean of Chairman Gideon not to consult the Missouri gentlemen. Doubtless he will be more careful in the future and ask each suspect if he is willing to be transferred.

One of our staff proposes that a cycle path be built over the Atlantic and that Huret be matched against the best of the ocean greyhounds. We have heard of no one who is prepared to build the track as yet, but in case it were built the betting would be even.

Evanston (Ill.) policemen are using bicycles in the pursuit of bottled beer venders. Wouldn't it be a good idea on the part of Chairman Gideon to mount the members of the Racing Board on wheels and send them after the soiled doves in Class B?

Not the least remarkable feature of the greatly increased interest in cycling is the number of new tracks that are being built. Towns that are scarcely on the map are spending their thousands on up-to-date cycle speedways.

Chairman Gideon, it is said, has received a letter from the N. C. U., of England, asking him if the ax he uses in his decapitating work is of the same make as the ones used by George Washington and Gladstone.

B. W. Twyman is preparing to go for the twenty-four-hour record at Louisville this week. It is said that he nearly fainted when he heard of Huret's 514 miles 750 yards. Can any one blame him?

Here's a good club to belong to. A big delegation of the Cleveland Wheel Club journey to Buffalo on the Glorious Fourth to see one of their club members, A. I. Brown, race, and to "root" for him.

The new generation of wheelmen, those who have been attracted to the bicycle as a pleasure vehicle, do not evince the interest in the sport, that is in racing, that the older generation possess.

Huret, who won the classic Bol d'Or twenty-four-hour contest at Paris recently, with a record of 514 miles 750 yards to his credit, is worthy the name he bears. (It is pronounced Hur-rā.)

A. J. Watson won the mile championship of England, and for the first time in years the blue ribbon stayed at home. But then the N. C. U. did not allow foreigners to compete this year.

Gardiner will not ride in races in which tandems are used as pacemakers. THE BEARINGS doesn't blame him. Tandem pacing spoils racing.

Query: What did the *American Wheelman* do to *Cycling Life?*

WHAT GIDEON SAYS THIS WEEK.

The attention of racing men is called to the following rule regarding entries to handicap and class races. "All entries must be accompanied by a statement of the best two performances of the rider, and all entries not so accompanied shall be thrown out by the handicapper." Handicappers are instructed to enforce this rule.

Suspension placed on Win Runyan, Dayton, Ohio, has been removed

Suspension placed on W. F. Sims is hereby removed; charges disproved.

For competing at unsanctioned races, Ralph Hukill, Centreville, Iowa, is suspended for thirty days from June 22.

Orin Smith, Cartersville, Mo.; John Tine, Columbia, Mo., J. Clear, Webb City, Mo.; W. E. Blazier and Harry Alexander, Carthage, Mo.; Charles Bart ett and C. E. Troutman, Joplin, Mo.; Ed Smoot, Webb City, Mo., are suspended from all track racing for one year, from May 30; competing after warning at unsanctioned races; also Lillibridge, Cartersville, Mo.

For competing in unsanctioned races after warning, M. J. Walsh, Milford, Conn.; Joseph B. Canfield, B. C. Hamilton, A. G. Stewart, W. Bachellor, R. A. Sleichert, of Bridgeport, Conn., are suspended for one year from June 22.

For competing in unsanctioned races, D. Kuykendall, C. Kuykendall, C. W. Griffin, Eugene, Ore., have been suspended for thirty days from June 26

A. P. Laing, Frank Wing, Charles Noel, and John Hurck, St. Louis, Mo., and P. K. Manning, Philadelphia, Pa., are transferred to Class B, under Clause G, Class A rules. H. L. Morris, Vassar, Mich., is transferred to Class B under Clause F, Class A rules.

George Solomon, Waco, Tex., is suspended from amateur racing pending investigation.

A. E. Weinig, Buffalo, N. Y., is hereby declared a professional, violation Clause B, amateur rules.



Dan P. Hemphill, Nicholasville, Ky., is suspended for thirty days for entering race to which he was not entitled.

Lewis Frey, Florence Station, Ill.; J. G. Perry, Chatfield, Minn., and D. A. Kreamer, Des Moines, Ia., are hereby declared professionals, violation Clause A, amateur rules.

H. C. Tyler, Boston, Mass., is transferred to the professional class at his own request.

W. C. Sanger, Milwaukee, Wis., refuses to reply to charges and is therefore declared a professional.

Fred St. Onge, Allston, Mass., is hereby declared a professional; violation of clause (b).

For making false entry in novice race Edgar A. Jones, Dayton, Ohio, is suspended for sixty days from June 8.

For competing in unsanctioned races, W. E. Lum, F. Waldroven, Carew Powell, and S. J. Shivers, Montgomery, Ala., are suspended for thirty days from June 20.

The Class A record for one mile, in competition, 2:05⅘, made by William De Cardy, at Louisville, Ky., May 4, has been accepted by the board.

Third-mile, flying start, unpaced record for quadricycle, is :34⅗, made May 25, by Messrs. O'Connor, Terrill, Hamilton, and Coburn.

FAILED TO KEEP UP WITH THE SCHEDULE.

INDIANAPOLIS, IND., July 2.—The relay bicycle race of the Indianapolis Light Infantry from this city to St. Louis was not run in the time that was expected, owing to an accident and the exceedingly bad condition of most of the roads. Incessant rains in western Illinois made the already sticky soil a veritable slough of despond, and the mud was actually fourteen inches deep for a space of twelve miles.

McBride, the first rider, started at 3 o'clock sharp on Monday morning, arrived at Harmony at 6:58, making a gain of thirty-two minutes. Without delay Moorhead took the message and started for Martinsville, reaching that place at 10.22, one hour and eight minutes ahead of the schedule. The third relay was taken by Oakes, who, having a breakdown a few miles out, was succeeded by Pierce, who carried the message to the end of the relay. Miller started the message from Dexter, arriving at Pocahontas one hour and forty minutes behind the schedule. Power and Oliver, a double relay, were paced into St. Louis the last fifty miles by a number of St. Louis wheelmen. The schedule arranged allowed twenty hours for the race, but as it turned out it took 26:20:00 to make the 257 miles.

PROFESSIONAL RACES FOR ASBURY.

ASBURY PARK, N. J., July 2.—It has been definitely decided that there will be at least one race for quadruplets during the meet. Negotiations are now pending for tandem racing also. The professional races scheduled include a one-mile race on Thursday, a two-mile race on Friday, and a one-mile race on Saturday. These races will be paced and as the track is in admirable condition some fast time may be counted on. They will be run under the League rules and sanction, and Mr. Gideon, who referees on Saturday, will officiate in the professional as well as the amateur events. The prizes of these races are to be $100 to the first man, $35 to second, and $15 to third.

LIBERTY COMPANY WILL MOVE.

NEW YORK, July 2.—The Liberty Cycle Co. will remove from Rockaway, N. J., to Bridgeport, Conn., August 1. Stickel and Perkins, of the company, raised objection, taking the case into court. Their objection was based on the fact that with the factory removed Rockaway will be practically deserted, two-thirds of the population of the town being employed by the factory. Perkins built dwellings which would be a dead loss if the factory moves. The concern will remove nevertheless. Perkins will continue manufacturing wheels at Rockaway.

BARDEN'S NEW RECORDS.

LONDON, June 17.—At Galford today C. F. Barden broke records for from two to ten miles inclusive. The times follow: Two miles, 4:00⅖; three miles, 6:02⅖; four miles, 8:11⅛; five miles, 10:15⅛; six miles, 12:20⅖; seven miles, 14:28; eight miles, 16:35⅖; nine miles, 18:40⅗; ten miles 20:45⅛.

Mansfield, Ohio, is advertising Bald, Cabanne, Titus, Coulter, and the other cracks for its meet July 29.

ALL FOR PROFESSIONALISM.

New Yorkers Talk of Nothing Else—What Some of the Leaders Say The Horsemen Interested.

NEW YORK, June 29.—Few topics have so exclusively engrossed the attention of metropolitan cycledom as does professionalism now. With Corbin's great track soon to be formally dedicated to it, with the Spaldings at hand considering their big interests in race advertising, with Eck and Shafer hobnobbing with all hands to cook up a circuit with big purses, with the trotting magnates nibbling at its attractive bait, and with Gideon in consultation with the long-headed Potter on the subject, New York is indeed the center of this great professional agitation. So your correspondent has talked with about every one with a scheme of interest or an opinion of value. The meat of what they had to say on the subject is here set forth.

Joseph Goodman, the syndicate racing team manager, put the probability of the desertion of the B's to "P"-ism when he said that beyond what action Mr. Gideon might take to put them there nilly willy,

Their Voluntary Adoption of Professionalism

depended almost entirely on whether their employers would pay their expenses and salaries as formerly or leave them to the uncertain income of their prize winnings.

What their chances are in this direction may be judged from the prize list advertised for July 20, at Manhattan Beach, which will probably be the regular weekly investment of Mr. Corbin hereafter, as the experiment is to be made from the start to the conclusion on September 14, and is to be not merely a temporary one. The events and prizes are to be: Mile paced, $100, $50, $35, $15; mile handicap, same prizes; ten miles paced, $125, $60, $40, $25; mile tandem, for pacemakers only, $200; a total of $850, with prizes also for two amateur events.

No recognition of Class B, beyond a sanction obtained for A, B, and P races on Labor Day, is made.

Dave Shafer unfolded the plan of a big professional syndicate to be controlled by Eck, Webb, and himself, with Johnson, Tyler, and Sanger as the stars. In addition to the above he claims that they have the control of some twenty-five other professionals, the promises of

Some Good B Men to Desert

to make up tandem and quadruplet teams, advances from many strictly pures, probabilities of the coming over of foreign cracks to join the combination, and in their failure to come a chance for the American aggregation to secure twelve dates abroad later in the season. This syndicate proposes to secure freedom from crookedness by putting each member of the managerial triumvirate under bonds of $1,000 each to keep the game square.

Hamilton Busby, editor of *Turf, Field, and Farm*, acknowledged that this trio and their star principals had been in consultation with him. Recognizing the public interest in bicycle racing, and in view of the fact that the tracks of the National Trotting Association were idle nine-tenths of the year, he had been in correspondence with the trotting track magnates for about three weeks. Their replies had been in the main

Favorable to the Scheme

and a meeting would probably be held next week to discuss the feasibility of taking up professional bicycle racing and forming a race circuit. Possible crookedness and the suspicion inseparable from the public mind of all professional contests are the main obstacles. It is said that A. G. Spalding has been asked to accept the presidency of the association.

A talk with Messrs. A. G. and J. W. Spalding and James E. Sullivan jointly drew out the confession from the president of the board of trade that they were utterly at sea as to the present and future of their team. They said that they were prepared to follow the cat whichever way it should jump, but that their team was now divided. Some of the members of the board of trade are in favor of taking up

The Control of Professional Racing.

For his part he did not altogether agree with them, and thought that the L. A. W., holding the sentimental and public end, should control it; but that there should be some mutual agreement between the Racing Board and the manufacturers for discipline and protection. Chief Consul Potter, who was to meet Chairman Gideon later in the day, and is said to be going to consult with him and some members of the board of trade next Tuesday, thought that too much attention was paid by the League to racing, but that as it had racing under its control now it should continue to govern it. He thought Class B a ridiculous idea, and thought that its members would be as highly respected if they became professionals in name as well as act. He had no doubt of

The Right of the L. A. W. to Control Professional Racing

under its constitution, which gives it the right "to promote and regulate racing on the track" without specification as to its members or any class of riders. He was in favor of some agreement with the board of trade for the enforcement of the rules and the latter's protection.

OBJECT TO THE ORDINANCE.

MINNEAPOLIS, MINN., July 1.—Minneapolis must have a bicycle ordinance. The edict has gone forth from the sovereign people to their servants in the council, and they have hastened to obey. The result is, there is now before the council committee an ordinance that restricts the right, of the wheelmen in this city to the bare exercise of breathing in the city limits, and gives even that grudgingly. It provides that the maximum speed at which bicycles can be ridden in the city is six miles per hour, prohibits trundling wheels on the sidewalks, no matter how muddy the streets may be, provides that both lanterns and bells must be carried, and that the latter must be rung on approaching every crossing, and also that all wheels must be slowed down to a gait not faster than a person would walk on all cross walks. When it is taken into consideration that

Half the Streets of the City are not Paved as Yet,

and that after an hour's rain they are beds of mud, it will be seen how really burdensome such an ordinance would be.

Last week a meeting was held at the room of the Commercial Club at which the representative wheelmen of the city were present, and a committee was appointed to wait on the council committee, and ask that the proposed ordinance be modified in a number of particulars. Failing in this, a petition to the council will be drawn up, which it is hoped will result in bringing it to its senses. There are now 15,000 wheelmen in the city, and if they unite they can raze the political pedestals that some leaders in aldermanic circles have been erecting for themselves to occupy in the future. At the same meeting steps were taken to form an association of all the clubs into one body which shall be composed of delegates from the different clubs of the city, which shall have power to act in all matters of interest to cyclists generally.

Wouldn't Allow Wheelmen in the Dining-Room.

Two of Minneapolis' most prominent citizens had an experience a few days ago that they will not soon forget. They were traveling awheel through the state of Iowa and stopped for dinner at a summer resort hotel on the banks of one of the most beautiful lakes in the state. When, however, they attempted to enter the dining-room they were met at the door by the boniface who presided over the fortunes of the hostlery and informed that they would not be allowed to enter the dining-room—where there were ladies—in their bicycle suits, and that it would be necessary for them to change their clothing before they could assuage the pangs of hunger. They demurred and pleaded their lack of other clothes, as they were on a bicycle tour and had no clothes with them save the ones they wore on their wheels, but it did not go. The landlord was obstinate, and the Minneapolitans were obliged to go to a restaurant downtown. Immediately on their return to the city they

Instructed Their Attorneys to Bring Suit

for heavy damages against the proprietor of the hotel and as they are both men of wealth and could easily buy several such hotels as the one from which they were excluded, they will undoubtedly teach the host of one resort a lesson on hotel keeping that was not in the books when he studied for his profession.

The railroads centering in this city and St. Paul have added another infliction to the already hard lot of the cyclist. Hereafter when any one of them goes away for his vacation, he will either leave his mount behind or pay for its transportation. The Great Northern road, over which the mighty Jim Hill presides, has issued its ukase to the effect that transportation on all wheels must be hereafter collected; if the present rate increases for a few years more there will be no use of running trains on any of the railroads. Just how Mr. Hill's action in the matter is going to affect the number of those who are using, or are contemplating the use of the wheel he has not seen fit to make public.

The Disgraceful Meet at the Minnehaha Track

two weeks ago has been brought to the attention of Chairman Gideon, but that official does not deem the muss worthy of notice. In this he is undoubtedly right, as there is little fear of a repetition taking place. Becker rode in the recent race at Sioux Falls, S. D., and covered himself with glory, winning two firsts and one second. There is no doubt that Becker is really one of the most promising riders in the northwest, and his friends are much surprised to see him do anything that is unsportsmanlike.

A case of interest to bicycle riders came up for adjudication in Judge Orr's court, at St. Paul, last week. August Meyer was accused of throwing a box in front of a wheelman, who had him arrested for assault as his wheel was broken by the collision. The court held that the bicycle was a vehicle, and that its obstruction would not constitute an action for assault, and dismissed the case.

COLORED BOY'S REMARKABLE RIDE.

MUNCIE, IND., June 30.—The Indianapolis to Mathews via Muncie road race today is pronounced the hardest race ever run. Thirty-six men started and but one finished. He is Marshal Taylor, a colored lad eighteen years old, who covered the seventy-five miles in 8:20:00. It rained all day, and the road was in deep mud and water. For two miles the men had to walk, and part of the distance was ridden on the Big Four Railroad. Five men—Jacob Seinmetz, Grover Green, Andrew Treibe, Clyde Freeman, and an unknown sixteen-year-old boy—reached Muncie, but threw up the sponge three miles from here. Taylor even winded four pacemakers on the sixteen-mile finish from here, and went it alone.

Mrs. George M. Bunker, captain of the Unique Cycling Club, of Chicago, lowered the woman's record over the Elgin-Aurora century course last Sunday, doing 7:38:00; previous record held by Miss Annis Porter, 8:22:00.

What Pleases Others Might Not Please You

in every instance; but what pleases a highly educated, up-to-date, mechanical expert, who is thoroughly posted on the construction of bicycles, from a wheelman's standpoint, as well as that of a strictly high-grade mechanic, is a pretty good pointer to buyers who are in search of the best the market affords.

LOUISVILLE, KY., June 15, 1895.

R. F. MAXWELL, MGR. INDIANA BICYCLE CO., City:

Dear Sir: Referring to the Waverley bicycle which I bought of you a few weeks ago, I will candidly admit that I am delighted with it.

My first impression was one of surprise at the ease and smoothness of its motion. It appears to be amply strong and substantial in construction, and every one must admit that it is most graceful in appearance. I consider it a strictly high-grade machine; otherwise I should not have bought it. It is all you claim it to be.

Wishing you well merited success, I remain yours truly,

ARTHUR COBB,
Chief Engineer Snead & Co. Iron Works.

Call and examine the wheel at either one of our stores, or one of our agents, before you buy.

INDIANA BICYCLE CO., Indianapolis, Ind., U. S. A.

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350 W. Jefferson Street, LOUISVILLE, KY.
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Masonic Building, SPRINGFIELD, MASS.
11 E. 59th Street, NEW YORK CITY.
30th Street and Broadway, NEW YORK CITY.
67 Cortlandt Street, NEW YORK CITY.
913 Arch Street, PHILADELPHIA, PA.
18-20 McAllister Street, SAN FRANCISCO.

THE BEARINGS The Cycling Authority of America

PASSED THE FIVE HUNDRED MARK.

Huret, the Frenchman, Beats Shorland's Record by Over Fifty Details—A Magnificent Performance.

PARIS, June 20.—Constant Huret, the winner of last year's Bol d'Or twenty-four-hour race, has again been successful in the classical event, and, having now won the race twice in succession, the magnificent trophy becomes his own.

But what is far more meritorious than winning the race is the fact that he beat Frank Shorland's record by over fifty miles, covering in the twenty-four hours the extraordinary distance of 829.498 kilometers (514 miles 750 yards).

The opinion expressed by some that 800 kilometers might possibly be obtained in the race was laughed at by many, who considered 500 miles to be altogether out of human reach, and yet,

When the 500-Mile Mark was Reached,

Huret had still about three-quarters of an hour to ride. During the last hour Huret rode over thirty-seven kilometers, and sprinted the last lap in superb style.

For the fourth time the much coveted twenty-four-hour record has crossed the channel. It is not probable that Shorland, who has probably seen his best days, will again attempt to wrench the trophy from the Frenchman's hands. This year splendid weather favored the big event, and long before the time set for the start the Velodrome began to fill up. The inclosure presented its usual appearance on long-distance race days. Booths, containing bedding and toilet necessaries for the competitors, had been erected, and scores of officials, trainers, pacemakers, manufacturers, etc., were scattered all over the grass "pelouse."

At 6:05 p.m. last Saturday Huret, Rivierre, Meyer, Lesna, Richard, H. Tepin, Lucas, the negro Vendredi, A. Lewis, and Largier started.

Michael's Absence,

which was much commented upon, came as a surprise, and caused a great deal of disappointment. "Choppy" Warburton was very reserved, but it was generally understood that the firm Michael rides for could not come to terms with him.

Lesna, Huret, and Lucas were leading at the end of the first hour, having covered in that time 41.946 kilometers (26 miles 100 yards). During the second hour Lucas, after several attempts, succeeded in getting away from Huret and Lesna. He had just secured a lap on Huret when a triplet swerved, causing the quadruplet, which was pacing Lucas, to dash into the fence. Huret miraculously escaped the spill, but Lucas was thrown over the rails and fell on his head. He lay insensible for several minutes, and when carried away

Presented a Pitiable Sight,

his face and sweater being covered with blood from two nasty cuts in his head. Three of the men forming part of the triplet and quadruplet teams were also severely injured. Much sympathy was expressed on all sides for the unfortunate Englishman, whose perpetual run of ill luck is becoming proverbial.



CONSTANT HURET.

Meanwhile Lesna and Huret were fighting hard for first place. The furious pace reminded one of young Michael's race of the previous Sunday, and speculation ran rife as to which of the two would go to pieces first. Huret took the lead after the sixth hour, and from the seventh, upward, records began to go under. The pace still continued fast and furious, the triplet and quadruplet teams doing their work splendidly. The looked for break-up occurred during the tenth hour, when Lesna retired thoroughly exhausted, after having covered 364 kilometers.

With Lesna and Lucas out of the way,

The Race Lost a Great Deal of Its Interest,

and needs but little description. Huret continued to increase his lead every hour, and when half the distance had been covered his figures were 444.050, kilometers thus lowering Hunt's record by about fifteen miles.

Lewis and Rivierre retired at the twentieth hour, both thoroughly exhausted, and the former suffering from wounds in the legs and head caused by a nasty fall.

Shorland's record was beaten in 21:21:25. French flags were hoisted, and amid great excitement the band struck up the "Marseillaise." At this moment a group of exuberant sportsmen promised Huret a louis (20 francs) for every extra kilometer after the 800-kilometer mark had been reached. This generous impulse cost the donors exactly $118.

All interest now centered in the desire to know how many kilometers the French champion would cover in the twenty-four hours.

The 500-Mile Record was Established

in 23:19:54, amid tremendous applause. Huret continued to ride with remarkable ease, and put in some laps as if he were racing in a mile scratch race.

At pistol fire it was found that Huret had covered the extraordinary distance of 829.498 kilometers (514 miles 750 yards) in the twenty-four hours.

The spectators scaled the fences and carried the victor round the track shoulders high; it was with the greatest difficulty that his friends could get him out of their hands.

The official figures are as follows: 1, Huret, 514 miles 750 yards; 2, Lewis, 446 miles; 3, Rivierre, 409; 4, Meyer, 358; 5, Vendredi, 333.

The following list gives the records broken:

MILES.	HURET'S TIME.	PREVIOUS RECORDS.	HELD BY
150	6:05:51⅘	6:43:45⅕	Hunt
200	8:26:24	9:08:04⅘	Hunt
250	10:48:01	11:32:26⅖	Hunt
300	13:10:37⅖	14:48:03⅖	Shorland
350	15:35:47⅖	17:43:11⅗	Shorland
400	18:10:40⅗	20:42:55	Shorland
450	20:49:51	22:03:29⅘	Shorland
500	23:19:54⅗	Did not exist	

Races at the Velodrome de l'Est.

While the twenty-four-hour race was in progress at the Buffalo track, a very interesting and well attended race meeting was being held at the Velodrome de l'Est.

The proceedings commenced with a 900-meter handicap in six heats. Baras (27 meters 50 centimeters start) won the final after a hard struggle with Mordier (60 meters), Delansorne taking third prize.

The event of the day was the 2,000-meter scratch race in which all the cracks took part. Edwards, Lumsden, Meline, Mercier, Muringer, and Baras won their respective heats and qualified for the final, which went to Muringer, who very cleverly beat Edwards on the pole, Baras and Mercier following in the order named.

The tandem race, which was won by the Meline-Grandjean team, gave rise to an accident which, for the moment, made the public shudder but which happily did not result in anything serious. In the sprint home the brothers Reboul took a corner too sharply and ran on to the grass. In their effort to keep their balance their chain broke and they came a fearful "cropper." Both, luckily, escaped with only a few bruises and scratches

Banker Wins the Austrian Derby.

The race meeting held at Vienna (Austria) on Sunday was a splendid success, many well-known men competing. Among them were Barden and Banker, who proved the hero of the day. He won the big race called the Derby, in which Barden was second and Herty third, but was beaten in the 10,000-meter event by an outsider named Ehinger, who gave him the slip while he was busy watching Barden's tactics. The Archduchess Marie Therese and the Archduke Ferdinand, and several big-wigs from the court occupied the royal box. The stakes in the Derby amounted to 1,000 crowns.

A Match Between Dubois and Michael

has been arranged for Sunday, June 30, at the Buffalo track, distance 100 kilometers.

Lucas has sent a challenge to Huret for a twelve or twenty-four hour race, stakes any amount up to 10,000 francs, but the French champion declines to meet him, or any other rider, until his new record has been lowered.

Another American rider, named King, has arrived in Paris, and is training on the Buffalo track.

A telegram from Florence received this morning states that the two Americans, W. Martin and Espey, on a tandem, lowered the Italian records for the quarter, the half, and the mile, unpaced. Their times were: Quarter-mile, :26⅗; half-mile, :59, and the mile in 2:04⅗. The performance was made on a five-lap track.

F. H Stanwood, of the Illinois Cycling Club, at one time holder of the Chicago-New York record, lowered the record over the Elgin-Aurora century course last Sunday, doing 6:34:00, beating the previous record by three minutes.



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PALMER TIRES

WILKESBARRE, PA. (TWO DAYS.) **12** OUT OF **14** RACES

9 SECONDS and 7 THIRDS ALSO, INCLUDING

WORLD'S RECORDS

Cabanne, 2-mile handicap,	4:32
Titus, 1-mile handicap,	2:07 2-5
Sanger, half-mile (prof. record)	:58 2-5
Ziegler, 1-mile (exhibition)	1:58 3-5

BEATRICE, NEB. JUNE 25. **7** OUT OF **7** RACES

SECONDS AND THIRDS DIVIDED AMONG FIVE DIFFERENT MAKES

MANHATTAN BEACH.

10-MILE WORLD'S RECORD. MADDOX---21:39 2-5

15 OUT OF **21** PRIZES.

7-MILE WORLD'S RECORD. BAKER---15:08 2-5.

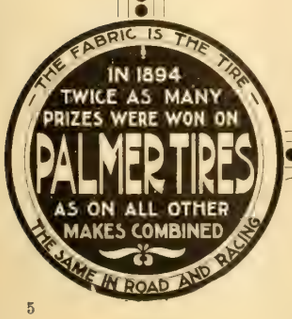
CINCINNATI, OHIO JUNE 22. **10** OUT OF **11** RACES

PRETTY NEARLY A CLEAN SWEEP.

FREDONIA, N. Y. JUNE 22. **64** PER CENT OF ALL THE PRIZES

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TWICE AS GOOD AS OTHER TIRES •• TWICE AS GOOD AS OTHER TIRES

THE K. C. W. TOURNEY.

Fourteenth Annual Meet a Decided Success—Interesting Class B Races—Sanger's Half Mile.

NEW YORK, June 29.—The fourteenth annual race meet of the Kings County Wheelmen was run today at the Manhattan Beach track. Fully 5,000 spectators were present, the spacious grand stand and bleachers being comfortably well filled. Probably many over-enthusiastic newspaper writers will estimate the crowd in attendance at 10,000, but one-half that number will be about right. The day dawned with the heavens overcast with frowning clouds; at noon the sun broke through and shone in all its glory for an hour or two—long enough to give promise of an excellent day.

As the afternoon advanced and the rather lengthy programme neared an end the clouds returned, blacker than ever, and after a few weak rain drops had fallen the skies seemed to open and let down such a drenching rain as is seldom seen in these parts. Luckily, the worst held off until the last race had been contested, but those of the spectators who had not come prepared for a wet day were soaked to the skin in the scramble for the trains which followed the final race.

Only One Fall Occurred

to mar the day's sport, and that, strange to say, was in one of the Class B events. It was just as the bell rang for the last lap in the one-mile handicap, and the field, a large one, was bunched. Silvie was leading when his tire exploded and threw him completely off the track, Sims following suit, his wheel striking Silvie's and throwing him heavily against the judges' stand. Silvie was uninjured apparently, but Sims had to be helped from the track, pluckily coming out again later and starting in the five-mile handicap.

The one-mile L. A. W. championship for the Metropolitan District was run in three heats and a final, the Riverside Wheelmen having a large delegation in each heat, notwithstanding which the final went to H. P. Mosher, of Storm King, N. Y., the ice skater, who came pretty near proving himself the star Class A man present today. Barbeau and Ertz, both R. W. men, finished second and third in the final of this event, which was

A Disgraceful Exhibition of Loafing,

calling forth yells and cat calls from the crowd.

The final heat of the one mile L. A. W. division state championship, Class A, which had been left undecided from June 15, was run at this meet, but, like before, the time limit of 2:30 was exceeded, this time by 14⅖ seconds. For the third time it was ordered run over later in the day, and when nothing but the five-mile Class B handicap remained to be settled the much contested state championship once again was given the floor, so to speak. "Teddy" Goodman, the most popular rider of the Riversides, paced the men two-thirds of the way, arrayed in his street attire—long trousers, sweater, coat, etc. He led them a merry chase and as had been the case earlier in the day Mosher won as he pleased from C. M. Ertz, who beat out Larry Hoppe by a small margin. Time, 2:22⅘.



A CHICAGO TANDEM CREW.

MISS ANNIS PORTER AND MISS EVA CHRISTIN, WHO ESTABLISHED A CENTURY RECORD FOR LADY RIDERS

There Were Only Three B Events

down for decision, a five-mile handicap, one-mile handicap, and one-mile scratch. The two handicaps were run in single heats, while the mile scratch was divided into two heats and a final. Cabanne won the first heat of this last named race, Bald second, and Murphy third. Time, 2:18. Earl paced the two first laps, followed in Indian file by Murphy, Cabanne, Bald, and L. C. Johnson. The latter started the sprint on the far turn. The entire field was bunched as it rounded into the stretch and then the hustle began. Murphy had gained what looked like a safe lead when Cabanne and Bald started after him. The three men were only inches apart at the tape, in the following order, Cabanne, Bald, Murphy.

In the second heat the field was composed of McDuffie, Gardiner, Kiser, Louie Callahan, Helfert, and E. C. Johnson. They rode in this order to the stretch, where they closed and broke together. It was really

The Prettiest Finish of the Day,

McDuffie, Callahan, Gardiner, and Johnson being less than a foot apart all together stretched across the track. They finished in the order named. Time, 2:25.

The final of this event brought out Bald, Cabanne, Murphy, McDuffie, and E. C. Johnson. Earl and Brandt, on a tandem, were put in to pace, and as usual in the play for the cherished position back of it, Bald was successful. The tandem started right in for a track competition record, and pulled the men the first third in :41⅕; the second third was knocked off in :41, and, after one of Bald's old-time sprints and Murphy's gritty hang-on's, the final lap was covered in :40. Time, 2:02⅕. In addition to being the track record in competition this is also the

Competition Record for the State.

After the final of the two-mile Class A handicap C. M. Murphy was announced as about to go a mile behind the same tandem, Earl and Brandt, in an attempt to lower Bald's track record of 2:02⅕, just made. To a flying start the tandem took Murphy the first third in :41⅖, the second third in :40⅗, and the last in :40 flat, or 2:02 exact for the mile.

Ten men started in the mile Class B handicap. The field bunched on the second lap, and were all riding well within themselves when, just as the bell rang, Silvie's tire went down, throwing Silvie and Sims. In the scramble which followed on the last lap, Louie Callahan proved the best man, winning from L. C. Johnson, who only beat Kiser by a nose. Time, 2:10⅘.

As a substitute for the Murphy-Sanger match race, the latter went a half mile against his own professional record of :58⅖. It was an unpaced attempt with a flying start, and

The Milwaukean Covered the Distance in :59 3-5.

Sanger rode under the colors of the Quill Club Wheelmen, of America, the emblem of that organization being worn upon his breast. Sanger did not seem to extend himself at any part of the journey, and dismounted when it was all over without even breathing hard.

When the five-mile handicap, the last event on the programme, was called, the day was rapidly growing into night, and the black clouds above threatened a downpour of rain at any moment. Nine men made up the field as follows: Titus and Cabanne on scratch; Murphy, 50 yards; Sims, 100 yards; McDuffie, 150 yards; Kiser, 225 yards; Brandt, 275 yards; Barnett, 290 yards, and Earl, 325 yards. At the start Murphy slowed down and waited for the two scratch men to come up to pace him. That worked all right so far, and all was well from that point for the time being. Meantime

Earl, Barnett, and Brandt were Working Together

away out in front, with Sims hot after McDuffie and Kiser.

Gradually the space between them all grew smaller and smaller until the two first divisions were together. Titus, Cabanne, and Murphy did not seem to be making much headway. Suddenly the Spaldingites made an attempt to shake Murphy with such good results that they caught the bunch away out ahead in the sprint, which killed off poor "Charl," who a short time later withdrew from the race. Meantime McDuffie and Sims had decided to follow Murphy off the track, leaving Titus, Cabanne, Earl, Barnett, Kiser, and Brandt. The latter retired in another lap and the remaining five, of whom four were on Spalding wheels, prepared for the last lap.

In due time the bell rang and away shot the bunch, still altogether. At the far turn Cabanne started the sprint getting a good lead on the others, of whom Kiser is entitled to unstinted praise for the thoroughly game finish he made. He actually gained on Cabanne coming down the stretch and easily beat out Titus for second place.

Summaries.

One-mile handicap, Class B.—L. A. Callahan, 70 yards, first; L. D. Cabanne, scratch, second; Earl Kiser, 75 yards, third. Time, 2:10⅘.

One-mile handicap, Class A.—W. D. Owen, 150 yards, first; W. A. Brown, 60 yards, second; Elmer Hodgson, 20 yards, third. Time, 2:15⅖.

One-mile open, Class A.—H. P. Mosher, first; W. A. Barbeau, second; C. M. Ertz, third. Time, 3:16.

One-mile open, Class B.—E. C. Bald, first; C. M. Murphy, second; L. A. Callahan, third. Time, 2:02⅕.

Two-mile handicap, Class A.—U. S. Paige, 160 yards, first; C. G. Carpenter, 170 yards, second; C. S. Henshaw, 180 yards, third. Time, 4:43.

One-mile New York state championship, Class A.—H. P. Mosher, first; C. M. Ertz, second; L. G. Hoppe, third. Time, 2:22⅘.

Five-mile handicap, Class B.—L. D. Cabanne, scratch, first; Earl Kiser, 225 yards, second; F. J. Titus, scratch, third. Time, 12:04.

E. Lindquist, of the Monitor Cycling Club, Chicago, lowered the Lake View five-mile course record last Sunday to 11:44⅕.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

WHERE IS HE HIDING ?



The rider who will win the Morgan & Wright trophy for the fastest unpaced mile in 1895 may not yet have mounted a wheel—may have no idea whatever of trying for this $700 prize.

Every day young men are pushing themselves forward out of obscurity—men unknown in the cycling columns of newspapers, unknown in cycling club life—and are making names and reaping honors for themselves. There are a great many speedy men in the country who may never become noted as race winners, but who possess that grit and determination necessary for superior work against time.



Let no one imagine that the great prize must necessarily go to some one of the few best known race winners. The trophy is open for the competition of all. There is ample time for thousands of men to strive for it.

Riders would do well to remember that each time the unpaced mile record is broken during the season a small facsimile of the trophy will be given the record breaker, whoever he may be. This piece of gold is worth about $25. At the end of the year the big lump of gold, which weighs 520 pennyweights, and is made of 24-karat gold, .998 fine (U. S. Mint assay), and worth $700, will be sent to the man who holds the world's record at the season's close.

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

WON BY AN ENGLISHMAN.

For the First Time in Years the English Mile Championship Stays at Home—The Carwardine Cup Race.

LONDON, June 22.—The first batch of English championships held on the Fallowfield track, Manchester, last Saturday was conducted with every success. The afternoon proved fine, there was an attendance of 10,000 persons, and the sport furnished by the various contests was uniformly good. The threatened troubles with Petersen and Jaap Eden did not occur, while the management of the meeting, with Lacy Hillier as judge, proved admirable in all respects. I understand the financial results are nearly as good as those at Birmingham last year. The Fallowfield path is 3½ laps to the mile, sufficiently banked, and as wide as Herne Hill, but the surface is only of dirt.

In the one-mile championship the respective winners of the five preliminary heats were W. Henie, A. Ford, A. J. Watson, F. W. Chinn, and T. Summersgill. The final proved a wonderfully interesting crawl till the bell, the men watching each other like cats, Henie leading, with Watson and Chinn just behind.

When the Struggle Commenced

Watson and Chinn dashed away at a great pace, the former winning by a foot. Summersgill was so nearly level with Chinn that the judge placed him as second, but a photograph of the finish proves that he was for once mistaken in his decision. Time, 3:28⅕.

The mile tricycle championship was won by George Gatehouse, who beat E. L. Winbolt by five yards, A. F. Ilsley only securing fourth place. Gatehouse won a championship ten years ago, since when the path has hardly known him. His win was extremely popular among the old brigade. Time, 2:44⅗. In the ten-mile tricycle championship A. F. Ilsley asserted his superiority by beating Gatehouse, Winbolt, and two others. The race was paced, and there was cheering when at five miles it was erroneously announced by Jem Coleman that the Herne Hill record had gone—the first slip Coleman had ever made. However, it was a fast and exciting race and Ilsley won by half a lap in 25:48⅗. And so ends the history of tricycle championships in England.

In the twenty-five-mile championship there were twenty-three starters. Tandem pacing drew away the leaders, Elijah Scott and J. Green (holder) The pace was set at a 2:16 clip, which caused a number to retire. Then came an unfortunate smash which removed Green and Newey. Scott soon had only A. Greaves to reckon with. The latter was shaken off at eleven miles, after which Elijah Scott went on and won by a lap in 1:00:01⅕.

The Fastest Championship at the Distance Ever Ridden.

Ingeman Petersen, a domiciled Englishman from the Union's standpoint, instead of applying for a license in the ordinary course, assumed the role of a visitor from Denmark, bringing credentials from the Dansk B. C. The trade committee granted him a license on the night prior to the race, but the general committee overruled this action and debarred Petersen (last year's winner) from starting—a great pity, but the race was for amateurs. And so, after several years, the one-mile champion is again an Englishman.

At Putney last Saturday W. C. Watson, Percy Litchfield, and H. Dance succeeded in beating the existing triplet records from one to five miles. The crew had had little practice together, but the task was comparatively soft, and they succeeded in placing the figures for the full distance at 11:43⅘.

The time-honored annual jaunt to York by the North Road Club took place again last Saturday. At club-run speed, keeping together, the party of a dozen, captained by F. T. Bidlake on a tandem tricycle, placidly pedaled along the classic route. At their destination they were met by a party of Anfielders. The day was fine and for once the tires ceased from puncturing.

At the Powderhall track, Edinburg,

The Ten-Mile Scottish Championship

was won by A. C. Macfarlane. The Class B five-mile scratch was won by R. A. Vogt, who lapped everybody, and, paced by tandems, finished in 12:28⅘.

G. P. Mills and T. A. Edge will start for their End-to-End tandem ride on July 8.

Frank Shorland has been lying ill for over a week at Aberdeen. His ailment is diphtheria, which has pulled him down so much as to make him almost unrecognizable by his friends. He is now mending.

Sir John Gorst, who has cycled for some time, startled the frequenters of clubland in western London the other day by arriving with Sir Herbert Maxwell in Pall Mall, both gentlemen being on bicycles. The cabmen on the ranks, says the *Pall Mall Gazette*, were not at all pleased to see Sir Herbert ride up to the Carlton Club for his letters on a splendid machine, which he left outside to be admired. Sir John Gorst was more particular about his safety, which he carried, shoulder high, into the Carlton Club, much to the astonishment of the staid servants. Mr. Balfour has led the fashion in Pall Mall.

This afternoon cycling London will flock to Herne Hill to see

The Second Installment of the Championships.

The entries presage exciting sport. How do these names read for the professional mile? A. W. Harris, Protin, A. C. Edwards, Schofield, Lumsden, and C. F. Barden. Of licensed amateurs there is a numerous entry for the five miles. To supplement these events a ten-mile scratch race for the unlicensed division bristles with names of the best speed men outside the pale.

To avoid crowding out other items I come late with some deferred comments on the doings of the N. C. U. council at Manchester. Just as we were thinking in London that Sturmey's Class B proposals were being advanced at a ripe hour, we are startled to find that the scattered members of the Union only assemble to demonstrate their widely differing opinions on the best policy to be adopted by the sport. It is true Percy Low led the attack on Sturmey's motion, and for different reasons

Had the Support of Hillier and Others,

but this circumstance was a trifle, and does not explain the violent rejection of Class B by the council. To grasp the inwardness of the situation it must be borne in mind that whereas in London the licensing scheme has been administered with absolute thoroughness and severity, there are few other centers in which its provisions have been acted upon. The trade committee, it is true, have largely augmented the growing ranks of the unlicensed, planting therein many famous racers in all parts of the kingdom, but the centers have been blind to mediocre misdoers, and have granted amateur licenses with prodigality. In consequence of this the unlicensed class in many centers would be too absurdly small to render it separately workable. These circumstances explain the opposition felt to the Class B creation. It is unfortunate that the perfect local control possessed and wielded by the centers should lead to their opposition to a development which is absolutely necessary to the continued working of the licensing scheme whenever it is honestly and fearlessly carried out.

Mr. Sturmey is Quite Undaunted

at the defeat of his proposals, and announces his determination to worry on at the question in the future. Unpromising as is the outlook at present, I certainly think Sturmey's policy is better calculated to meet with adoption in the end than the proposal promised at the next council meeting by Percy Low. Low threatens to produce a scheme under which the pure amateur, the professional, and the unlicensed shall all race together without loss of status on the part of any party of the unholy trinity.

Last night in gloriously fine weather, before a grand attendance, the Anerley twenty-four-hours on Putney track commenced at 8:05 p. m. This contest for the valuable and handsome Carwardine trophy is confined to unlicensed riders—eight of whom started. Heaps of medals and other prizes are offered to those beating various standards. The winner of the cup twice, not necessarily in succession, will make it his own property. The starters were C. C. Fontaine, G. A. Nelson, J. W. Stocks, J. Bowie, A. E. Walters, J. J. Patterson, E. J. Steele, and A. A. Chase.

Walters Shot Away at the Start,

doing his first mile in 2:13⅖, and Chase and Stocks kept close to him. Fontaine is riding to schedule, somewhat behind the leaders, but is keeping very fresh. At two hours Chase led, but Walters soon resumed premier place. Before the sixth hour was up Walters surpassed the previous amateur best at 126 miles, and continued to improve. The new records being neither amateur nor professional will have to stand by themselves. At twelve hours Walters had ridden 261 miles 1,094 yards, Patterson 256 miles, Chase 252 miles, Stocks 246 miles, Fontaine 244 miles, Bowie 234. Only these six were left in.

Just before mailing the fifteen-hour score reaches me. Patterson is leading with 312 miles—nine miles better than Shorland's record—Walters 307 miles, Fontaine 302 miles, and Bowie 277 miles. The weather, barring the slightest shower early this morning, continues perfect, and a big performance seems certain.

C. W. HARTUNG.

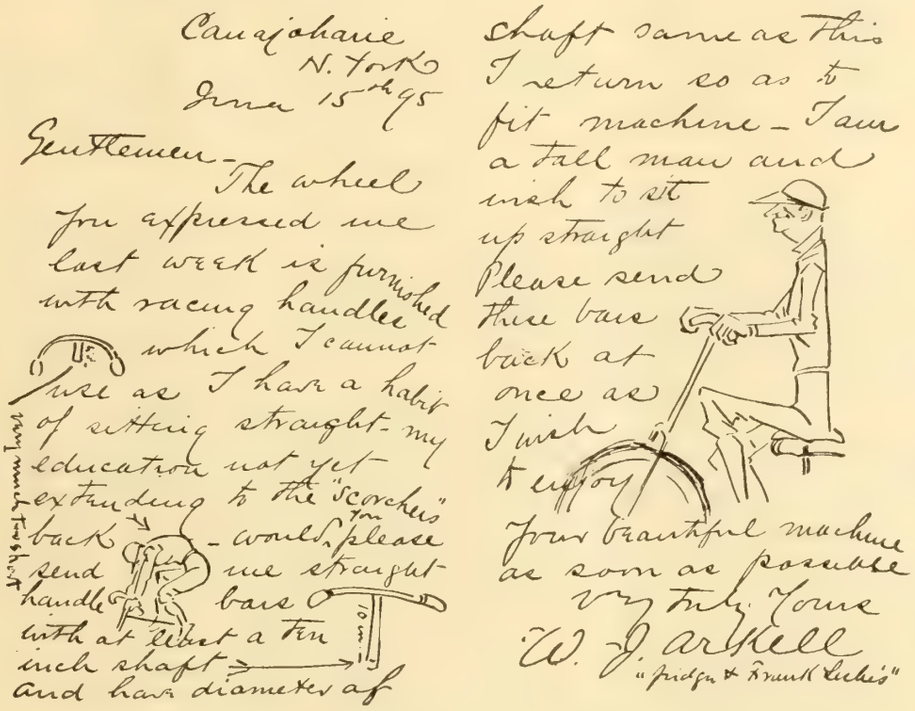
WHEELS CAN BE KEPT OUT.

Judge Payne, of Chicago, decided last Monday that landlords have a right to bar bicycles from their office buildings. He made this decision in denying the bill for an injunction restraining the Galena Trust & Safety Vault Co. and other owners of the Fort Dearborn office building from interfering with Attorney John H. Breckenridge while taking his wheel to his office in that building.

The court said he was a wheelman himself, although a mere amateur, but he held that it would appear that the owners of office buildings had the same rights over their property as the proprietors of other buildings, and could elect in their leases to make such rules and regulations regarding free ingress and egress and the rights of tenants as were reasonable. The bicycle, he said, was a mere vehicle used to carry a person from one place to another, and was not an essential feature of either the electric light or the law business that was carried on in the complainant's office.

No one would contend that a buggy used to transport a person should be brought into the office building, or that a horse should be taken in; neither would it appear that a buggy propelled by electricity should be taken into an office. In a building used for a place in which wheels were manufactured, and provided with a freight elevator, there would be implied in the lease a right to take wheels in and out, but the court doubted that any such expressed right would be implied in a lease in a building rented for office purposes.

The question resolved itself into the query whether the matter was not a mere one of agreement upon a reasonable proposition. The court held generally that it was conceded that landlords had a right to adopt such rules and regulations governing the free egress and ingress of tenants as would be consistent with the leases and denied the injunction.



A Funny Letter From Arkell.

Arkell is the well-known artist on "Judge" and "Frank Leslie's." He has lately bought a

SOLID STERLING.

He calls it a "beautiful machine." But he is not the only one. There are others.

CALUSA, CAL., June 17, 1895.

STERLING CYCLE WORKS, Chicago.

Gentlemen: The Lady Sterling Model L, No. 10,198, arrived on June 3, in good condition.

All who see it say it is the best they have seen, and that they could sell the wheels they have and get Sterlings, but they purchased in haste, and can now repent at leisure. Yours truly.

[Signed] M. B. TOTTEN.

FALVEY & DAVIS,
ATTORNEYS AND COUNSELORS AT LAW.

EL PASO, TEX., May 30, 1895.

MESSRS. MCCUTCHEON, PAYNE & CO.,
Agents for Sterling Cycle Works, El Paso, Tex.

Gentlemen: I hand you herewith my check in payment of "Special Order" Sterling Model I, No. 8,114.

I will say that the wheel surpasses my highest expectations, and is more than satisfactory in every particular. It certainly is a thing of beauty and a triumph of skill and modern workmanship. While it is so stanch that I feel more secure than ever before on any other wheel, it is so light and nicely adjusted that to operate it is an exhilarating revelation.

Please tender my congratulations to your company, and also thank them for my anticipated pleasure. Yours truly,

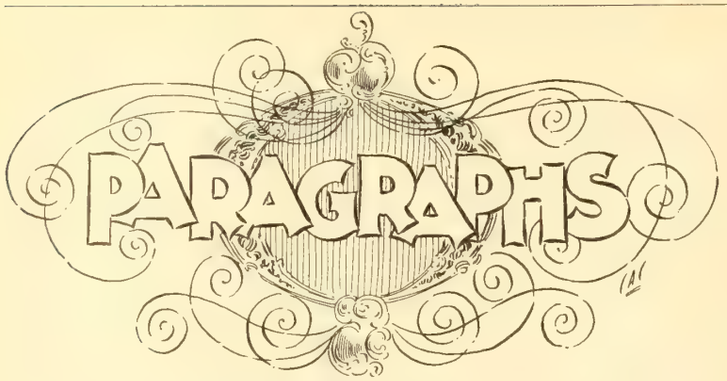
[Signed] WATERS DAVIS.

We have also a beautiful catalogue, and a beautiful calendar in colors. Either or both free for postage.

Sterling Cycle Works,

Sieg & Walpole Co., 285 Wabash Ave., Chicago.
Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha, Neb.

236-240 Carroll Avenue,
CHICAGO.



George H. Rymers, 311 Croghan Street, Fremont, Ohio, wins this week's $5 prize for the best paragraph. A check for that amount has been forwarded to him. Contestants for paragraph prizes should remember that we are not offering weekly prizes for a series of detached sentences but for a single paragraph on one subject, and one only. The paragraph by President Bates comes nearer the style desired in this competition than any of the others, but it contains a misstatement which makes it ineligible for the prize. Current topics furnish the best subjects for paragraphs although they by no means need be confined to such subjects. No paragraph received later than Tuesday morning will be considered that week.

A Mysterious Disappearance.

Charles Van Borden was an enthusiast and a thorough master of his wheel. Knowing the mechanical principles that were used in its construction he prided himself on his knowledge of it, and said he was one among a thousand who knew how to, and did really, take proper care of his mount. One day, having taken his pedals apart to clean them and placed the balls in a convenient dish, he was suddenly called away from the house. His son, Charles Van B., Jr., aged nine, had been an interested spectator. After his father's departure he proceeded to investigate and accidentally upset the dish containing the balls. Careful search resulted in his finding only half of the original number. Young Charles was a youth of expedients, if not of experience, and resolved to make up the deficiency in a way quite his own. Among his possessions was a small air-rifle using BB shot. Quickly taking enough of these to make good the missing balls, he soon forgot it, and sought more mischief. Soon Charles Van B., Sr., returned, and putting the pedals together was away for one of his favorite rides. Soon there was trouble. An examination was made, which showed the number of balls reduced to half the original. Here was a question for the mechanical genius to solve. Ideas and theories fell to the ground in a vain attempt to explain it. Many a time has he told of the peculiar happening, while the innocent cause of it all maintained a dignified silence.

GEORGE H. RYMERS, Fremont, Ohio.

Racing Board Injustice.

In last week's official Racing Board bulletin notice was given of six suspensions by Chairman Gideon "pending investigation." That is, the men were suspended for thirty days each before investigation, without trial or opportunity for defense. This is after the lynch-law style of hanging a man first and finding out whether he was guilty or innocent afterward. Also there are weekly about a dozen Class A men shoved into Class B, apparently without trial or opportunity for defense. This style is utterly repugnant to American law, which holds all men innocent until proved guilty; and to American notions of justice and fair play. And similar treatment is liable to befall any and every member of the L. A. W. at any time if complained of, however falsely, by an enemy. The rules that permit it can not too soon be changed. Not a single delegate ought to be elected to next winter's national assembly who is not pledged to a thorough and radical revision of the rules, and every L. A. W. member should bear this in mind.

PRESIDENT BATES, Petoskey, Mich.

[President Bates errs in part of his assumptions. Chairman Gideon did not suspend the men for thirty days, but suspended them pending an answer to the charges and gave them thirty days to answer the charges, the official bulletin to the contrary notwithstanding. In certain cases the rules provide for the transfer of A men to Class B without investigation. —ED.]

Road Riding and the Summer Vacation.

In this country, at least, the good effects of cycling on public mind and private body would be greatly enhanced if more attention were given to long-distance road riding and touring for pleasure, and less to city scorching and records. It is here that we obtain the full benefit of the wheel in health, wealth, and wisdom—health from pure air and wholesome exercise; wealth by saving hotel and doctor bills; wisdom from each twig and tiny plant in nature's greenhouse. The reckless city scorcher defies the law, lowers public sentiment, and brings punishment upon himself and his innocent brothers. The strong limb and long wind of the road rider is ever the model of health, and denotes a true lover of the sport.

Now is the time when the fatigued city clerk quits the stuffy office and hies him away to rest and feast on the beauties of nature. Here is the chance to use one's trusty steed for pleasure and profit. At a minute's notice one can pack his grip, strap on a cycle tent and ride away on the wings of the wind through the ever changing beauties of nature, and at nightfall camp beside a flowing rill, lord of hill and dale. Let the cyclist always remember that touring awheel combines speed, sightseeing, health, and saving of money and then we shall have a new field for the "triumph of the twentieth century."—L. H. DUNKLEE, South Hadley, Mass.

MONEY TALKS!

DOES IT?

"THE BEARINGS" IS GOING TO FIND OUT— $250 TO SOLVE THE QUESTION.

There is a saying as old as the hills to the effect that "money talks." THE BEARINGS is determined to see if the saw is literally true. It wants its readers to talk to each other, and has $250 to loosen their tongues. During the next three months this sum will be paid as prize money for the best original articles on the various subjects enumerated below, *besides* what may be paid at regular rates for articles that do not win prizes.

FIFTY DOLLARS

will be paid for short paragraphs dealing with any subject of interest to cyclists, as follows: Beginning with the issue of THE BEARINGS of June 28, 1895, $5 will be paid each week for ten weeks for the brightest and most timely original paragraph not to exceed 300 words. In this connection THE BEARINGS reserves the right to use any and all manuscripts sent in competition. Paragraphs must be received not later than the first mail on the Tuesday morning of the week for which they are intended. Paragraphs received later than this will be reserved for the following week's competition. Address, PARAGRAPH COMPETITION.

FIFTY DOLLARS

will be paid for the best article on the practical side of cycling. Articles in competition for this prize should treat of the use and care of the bicycle, of uses to which it can be put, or any subject that does not deal directly with racing or the cycle trade, and should be aimed to instruct and amuse those who are interested in neither. This competition closes July 15, 1895. Address, PRACTICAL COMPETITION.

FIFTY DOLLARS

will be offered for the best account of a bicycle tour in any part of America. Competitors for this prize must accompany their articles with photographs or sketches from which illustrations may be made. This competition closes July 30, 1895. Address, TOUR COMPETITION.

FIFTY DOLLARS

will be paid for the best article on the mechanical side of cycling. Articles in competition for this prize should deal with mechanical subjects that will be of interest to cycle manufacturers or repair men. Where necessary to make clear the meaning of the author sketches should be sent. (Rough drawings will do.) This competition closes August 15, 1895. Address, MECHANICAL COMPETITION.

FIFTY DOLLARS

will be paid for the best article on selling bicycles on the road. This prize is offered with the desire to interest and help traveling salesmen. In writing on this subject the manner in which new lines can be best introduced, how to interest firms or individuals who have never had experience in the bicycle business, how to treat old customers, what to say and what not to say, and helps that can be given by "the house," should be considered. This competition closes August 30, 1895. Address, SELLING COMPETITION.

General Rules.

All manuscripts submitted in competition *must* be legibly written (typewriter preferred) on *one side* of the paper only, and *must not* be rolled. Do not inclose stamps. Unavailable manuscripts *will not* be returned.

In all competitions except the paragraph competition suitable manuscripts not winning prizes will be used, and paid for at regular rates.

All manuscripts, except those entered for the paragraph competition, must be signed with a *nom de plume.* Accompanying the manuscript must be a sealed envelope, on the outside of which must be written the title of the article and the writer's *nom de plume.* Inside the envelope must be written the title of the article, the writer's *nom de plume,* the writer's real name and his address, and the statement whether he wishes the article to appear over his *nom de plume* or his own name, in case it is used.

All manuscripts must be addressed as indicated above. For example:

PARAGRAPH COMPETITION,
Care "The Bearings,"
Chicago.

Correspondence concerning these competitions will not be answered until after they close.


G & J
RAMBLER
G. & J. TIRES HOLD YOU UP
YOU CAN'T PULL THEM AWAY FROM G. & J. TIRES



Lee Richardson, the trick rider, and some of his tricks.

ZIP, RAH, BOOM!

5 FIRSTS, 2 SECONDS, 4 THIRDS.

At the Galesburg, Ill., state meet the Crimson Rim Syracuse wheel covered itself with fame and glory by capturing the following events:

BERT REPINE—One first, two thirds, and a championship.
WILL COBURN—Third in mile handicap, Class B.
BERT REPINE—One first, one second, one third.
HOLMES & LEVY—First in two-mile tandem.
BERT REPINE—Second in one-mile open.
" " —First in five-mile handicap.
PECK & WING—First in two-mile tandem.
BERT REPINE—Unpaced mile record—2:18.
" " —Unpaced ten-mile record—27:05.

HURROO!! HURROO!!

AND STILL THERE'S MORE TO FOLLOW.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co

St. Louis, Mo.

IT IS A SUCCESS

The Dunlop Tire on the Wood Rim

It gives no trouble either to the manufacturer (who pays for it) or the rider (who can get it without extra cost).

INSTANCE NO. 11.

The Monarch Cycle Co. Supply It

ON THEIR HIGH GRADE BICYCLES,

AND THIS IS WHAT THEY SAY OF IT:

CHICAGO, ILL., May 16, 1895.

AMERICAN DUNLOP TIRE CO., New York City.

GENTLEMEN: Having used upward of 2,000 pairs of Dunlop tires up to the present time this season, in connection with which we have received very few complaints, we desire to express our appreciation of the satisfaction they have given us. Yours truly, MONARCH CYCLE CO.

L. M. Richardson, Asst. Mgr.

No Delay! We Can Fill Orders on Demand

AMERICAN DUNLOP TIRE CO.

504=506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL. **36=38 Lombard St., TORONTO, CANADA.**

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THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, JULY 4, 1895. No. 18.

Published every Thursday by
THE HILL BYCLE MFG. CO.
MAKERS OF "FOWLER" BICYCES.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

OUR MOTTO:
"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Hill Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR. FRANK T. FOWLER.
ILLUSTRATOR. CHARLES A. COX.

IT HAS GONE--WHERE?

We refer to the festive trade note that some time ago filled the columns of the cycling journals. FOWLER TRUTH came out boldly and squarely denouncing this imposition on the cycling press and its readers. We kept at it and slowly and surely did the self-made trade note disappear, until today this nuisance shows very little sign of life.

The writing of these so-called trade notes (?) was carried so far that the chief of the advertising department of some firms began to throw in on some papers all about his master's dog taking the prize at the dog show together with telling all about his master's children and showing them up in their neat frocks.

We do not know just how much credit should be given to THE FOWLER TRUTH for the abatement of this very great nuisance, but we do know the more THE FOWLER TRUTH objected to this style of advertising, the less numerous grew the trade notes. In our modesty, we would not say that THE FOWLER TRUTH was the sole reason for this change, but we do know that the change has come, and there will be no question but that it is for the better. We might add that our position in the matter has been noticed by cycling journals, and that we have been complimented for the stand we have taken.

541,811.

That's the number of the patent on the Fowler Truss Frame. If you get the 1896 agency of The Fowler you've got something that's good. Get one of our Catalogues now, and get acquainted.

Hill Cycle Mfg. Co.,
Chicago.

C. C. CALDWELL.

We here have the pleasure of introducing to our readers the countenance of Mr. C. C. Caldwell, of Caldwell, Ohio.



If there were ever an enthusiastic bicycle man, a man who knows how to hustle and ***does*** hustle; a man who can sell bicycles and ***sells*** bicycles it is this Mr. C. C. Caldwell.

He is a veteran of the L. A. W., a Mason, an Odd Fellow, a K. P., and belongs to every other good secret order in his section. He commands trade all through Ohio, and a letter to us a few days ago stated that if he could have got Fowlers, he could have sold 1,000 this season.

Caldwell, Ohio, is a city of considerable magnitude, and Mr. Caldwell has a monopoly of the bicycle business at that point as well as some other adjacent towns.

He is one of those quiet, make-hay-while-the-sun-shines sort of men who go after a thing and get it, and that is the reason for his immense success, and why if he bought 500 wheels he could discount his bills on receipt of invoices.

Mr. Caldwell will be remembered by many agents who visited the Fowler stand at the cycle show last year, as he was in attendance the entire week and made many friends for both himself and the Fowler by his quiet, logical arguments in favor of the Fowler, in which he has unlimited confidence, having had experience on which to base that confidence.

They Know a Good Thing.

The "Morning News," Wilmington, Del., says: "The Fowler bicycle is now considered the popular wheel by Wilmington riders."

The strongest frame in the world is the Fowler Patent Truss Frame.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

"We will make you a startling statement in regard to 'The Bearings' as an advertising medium. We are advertising in the 'Fireside Companion,' 'Judge,' and many other papers and up to the present time have received more returns from our ad. in 'The Bearings' than from all the others combined.—Thomas M. Goodwin."

NEXT SEASON'S TRADE.

Never before in the history of cycling has the demand for bicycles shown such a vast increase as it has this season, and as a result there has never been a time when the increase in the combined output of the country promised to be so great as that of next season. There is scarcely a manufacturer in the country who is not planning to make many more wheels for '96 than he did for '95, and on every hand is heard the news of new firms going into the cycle business, new to the cycle business, but most of them old manufacturing concerns who have beheld the increase in the trade, and who have determined to have a share of it. From these new concerns much in the way of competition need not be feared for it is the history of the business that from one to three years are necessary to make a new manufacturer a dangerous competitor for the older firms.

While preparations for increased outputs are going on, there are heard on every hand predictions that there will be made more bicycles than are sold next season, and these predictions are made by men who are in a position to know whereof they speak. Manager Kiser, of the Monarch company, just after stating that his firm would largely increase its output, going to the length of building a huge factory for the purpose, expressed the opinion that there would be too many wheels built next year. "This," said he, "has been a phenomenal year. Few saw the enormous demand, and few were prepared for it. The firms who were able to supply goods of course benefited. I believe the way to sell a large output is to have it ready when the season opens. There are many makers who lack either the capital or the backbone to go ahead with their work until they have orders in hand. The result is that they go out early and take orders at low figures and when the rush comes they can not supply wheels where they could get better prices. This year we made our lowest prices in January. One firm who would not buy of us at that time came to us later and paid $7 more per wheel than the price we quoted then. We shall not worry about next year's business, but shall be prepared to take care of it when it comes, and we will get it. Those who do not have goods made up in time will be the ones to suffer."

THE DIAMETER OF TUBES.

Now that makers are planning their models for next year a few words of discussion as to the proper diameter of the tubing to be used will not come amiss. For some time past there has been a tendency to increase the diameter of the tubing used. This tendency has been the outcome of the knowledge that, weight for weight, tubing of large diameter will withstand greater and more varied strains than that of small diameter. Experiments have shown that the difference is very considerable. The following table gives the diameter, gauge, and weight of tubing that will stand the same amount of flectional torsional strains:

DIAMETER.	GAUGE.	THICKNESS.	WEIGHT IN POUNDS.
1⅛ inches.	24	.022 inches.	.2567.
1 inch.	22	.028 inches.	.2904.
⅞ inch.	20	.035 inches.	.3132.

The difference in the strength of tubes of varying diameter in resisting other kinds of strains is not nearly so great as is shown in this table.

Having considered the relative strength of the various tubing most used in cycle construction it is next in order to consider the strains that the tubing is put to when made up into frames. The seat mast and the upper and lower stays in the front quadrilateral are put to severe torsional strains. To secure lightness and strength, then, it is best to use tubing of large diameter and small gauge. There is, however, a limit beyond which the merely mechanical details of construction will not permit the diameter to be increased and more especially will not permit the gauge to be diminished. In brazing thin tubing the danger of burning it is very great and there is the added danger in filing of weakening the tube to a dangerous degree. Tubing of 24 or even 22 gauge can not be safely used without reinforcing. if, however, proper care is used in making the frame and it is properly reinforced 24 gauge tubing can be used with advantage and then as large a diameter as 1⅛ inches can be used and the frame will not only be as strong as if a 1-inch tube of 22 gauge were used, but will be lighter. Lightness is the cry of those who buy wheels and it may therefore be set down as a distinct advantage to use the big tubing.

In the rear triangle the strains are different. In the upper back stays the strain is almost entirely a crushing strain, and as the strength of tubing of different diameters, but of the same weight, does not vary nearly so much in resisting this kind of strain small tubing can be used to advantage. In the lower stays the strains are of various kinds, and the larger the diameter of the tubing used the better these strains will be resisted. In using large tubing in them the maker is confronted with the difficulty of an increase in the tread, which is an objectionable feature. Still a fairly large tube—say ¾ inch—can be used. With this diameter less than twenty gauge should not be used on the chain side, and then it should be well reinforced, for on this tube comes the greatest strain of any part of the bicycle, and an even temporary deflection of the tubing will make the wheel run hard.

BOSTON WOOD RIM CO. GROWS.

The wonderful success attained by the Boston Wood Rim Co. through the efforts of its originator, owner, and manager, W. W. Stall, of Boston, in the manufacture of his patented laminated wood rim for bicycles, has recently culminated in the capitalization of the business and its incorporation under the same name with a capital of $125,000 for the purpose of increasing facilities to care for the enormous business developed since its inception by Mr. Stall in November, 1893.

The new company has purchased the business and goodwill of the old, and has also bought the splendid plant recently occupied by the Bedford Lumber & Mfg. Co. at Bedford, Mass., and put up by them at an expense of $70,000. This plant is situated fifteen miles from Boston, on the Boston & Lowell Railroad, and covers 9½ acres of ground right next the railroad at Bedford Station, with spur tracks running through the property for convenience in handling stock. The plant contains a complete outfit of the latest and most approved machinery for the manufacture of wood rims, and is capable of turning out 6,000 rims per day of twenty-four hours. Power is supplied by a 150 horse power Corliss engine, backed by a battery of boilers, and an independent electric plant comprising an engine and two dynamos furnishes light for the building and grounds.

The business is under the management and control of Mr. Stall, who occupies the position of president and manager, while the financial affairs are looked after by the treasurer, Wallace G. Webber, hitherto unknown in the trade, but a pleasant and genial gentleman.

The new factory is starting up with a contract for 100,000 rims for immediate delivery to one of the larger manufacturers for use on the 1896 output, and will be run all the year around. When it is considered that from a capacity of twelve rims per day and a capital of $350 the business shows an increase to a capacity of 6,000 per day with a capital of $125,000, all gained in twenty months, it will be seen that some credit is due Mr. Stall for his efforts and industry, and also that the goods of the Boston Wood Rim Co. must be appreciated by the trade generally.

THE BUNKER SADDLE.

The Bunker Saddle Co., 208 E. Lake Street, Chicago, has invented a pneumatic saddle that is attracting considerable attention in Chicago. The saddle is of a very peculiar shape, but those who have ridden it pronounce it to be very easy. It is crescent shaped and is reversible. It weighs fourteen ounces, and the rubber bag is covered by a leather cover. Mr. Bunker, the inventor, claims that his saddle does not injure the rider, and that it is specially suitable for ladies. The Misses Porter and Christin, who rode a century Sunday on a tandem, used these saddles, and say that they are all that Mr. Bunker claims. The retail price is $5.



A RIDICULOUS STORY.

NEW YORK, June 29.—A ridiculous story has reached here from Rochester by way of Chicago that a syndicate has been formed to purchase from the manufacturers 400,000 high-grade bicycles at $16 each, which total of $6,400,000 worth of wheels is to be turned out between now and January 1, 1897. Loud laughter and strong suspicions of insanity were the only results of inquiries among the cycle and hardware trades.

The great success of the local riding-schools, culminating in the magnificent "cycle salon" of the Metropolitan Bicycling Co., is responsible for the promotion of a wheel palace on a larger and more magnificent scale than ever. The Durland Riding Academy Co. has filed plans for a $750,000 fireproof building of five stories with a frontage of 150 feet on Central Park West and 300 feet on 66th Street. In the basement will be 300 lockers, fifteen shower baths, and a plunge 34x22 feet. The first and second floors will be devoted to an equestrian ring with galleries, the third to rooms for private parties, the fourth and fifth to a bicycle ring 300x90 feet, and the roof to a cycle garden. There will be music, restaurant facilities, and every convenience on a large and elegant scale.

LARGEST ORDER ON RECORD.

It is no uncommon thing to hear of orders in the cycle trade that involve big sums of money. An order for 100 high-grade machines means that some firm has contracted to take $10,000 worth of wheels. A $10,000 order is not to be sneezed at, but when one thinks of taking 100 such orders in one season the proposition assumes a sensational aspect, and to take those 100 orders and lump them into one and is positively marvelous. Nevertheless this is exactly what has been done by John C. Bowe, of the Syracuse Cycle Co. The order was taken from the A. F. Shapleigh Hardware Co., of St. Louis. It means

$1,000,000 Worth of Bicycles.

If any other house had contracted for such a quantity of wheels one might well be skeptical as to the genuineness of the order or of the firm's ability to take the goods, but the Shapleigh people have in the past shown their ability to dispose of vast quantities of wheels and we will expect them to use more rather than less than the $1,000,000 worth of "Crimson Rims" that they have ordered. We have not seen Bowe since he took the order; we can, in imagination, behold the smile that he now wears.

NOVELTIES FROM HOOSIERTOWN.

INDIANAPOLIS, IND., July 1.—An automatic tire pump that keeps the tires filled constantly has been invented by a man in Richmond, Ind. The pumping process goes on while the wheel is in motion. A local bicycle company is negotiating for the exclusive use of the attachment.

The smallest wheel in the city was received last week by W. F. Clemens from the Munger factory. Its weight is ten pounds with a heavy handle-bar, heavy pedals, and road tires; equipped for racing the wheel will only weigh eight pounds.

C. E. Johnson, of the Western Union Telegraph Co., has invented a keyless lock for bicycles, that, it is said, excels all others. It is called the Big Four combination lock, and consists of simply a lock and bolt. When the rider dismounts, he pushed the bolt down upon the tire, and the front wheel is held immovable. The lock is fastened by a combination of letters on little brass wheels and is also made with a combination foot brake, folding coaster, and lantern bracket.

MONARCH CYCLE CO.'S NEW PLANT.

The accompanying illustration shows how the new building of the Monarch Cycle Co. will look when completed. The building will be situated across the street from the building already occupied by the company. It will have a frontage on Halsted Street of 100 feet and on Fulton Street of



125 feet. This with the buildings now occupied will give a total frontage on Halsted Street of 227 feet. The new building will be eight stories high, and will cost completed, without the machinery equipment, $95,000; it will give ample room for the company to increase the number of its employes from 550 to 1,000, as they have planned to do. The output of 20,000 machines for this year will be greatly increased. The building will be completed by September 1.

CHICAGO TRADE NOTES.

The Barr Bicycle Clothing Co. is still far behind in orders.

The Jenkins Cycle Co. is still three weeks behind in Napoleons.

J. C. Maurer complains of the scarcity of ladies' and children's wheels.

The Woodrough & Hanchett Co. is doing a splendid business with the Eagle.

The Shirk Mfg. Co. is not looking for orders, as it can not fill those it already has.

W. F. Studebaker, the carriage man, has purchased two Monarchs at the retail branch.

Mr. Bensinger, president of the Brunswick-Balke Collender Co., is riding a Spalding.

E. J. Day, of the Western Wheel Works, returned last Friday from a visit to New York.

"We can not get enough ladies' wheels," is the cry of Mr. Gleason, of Gleason & Schaaf.

The Western Wheel Works are turning out 350 wheels a day, and are working 22½ hours a day.

"We are still trying to catch up on orders for Palmer tires," said John F. Palmer, of the Palmer Tire Co.

C. H. Larsen, manager of Fowler's retail branch, will spend part of his honeymoon following the circuit.

"Give us more wheels and we will sell them," says O. B. Jackson, manager of the Pope Mfg. Co.'s branch.

The Cycle Shoe Co., 205 State Street, will fit the members of the Chicago Cycling Club with "ball bearing" shoes.

Lee Richardson, the trick rider, will perform all his tricks hereafter on a Monarch fitted with Morgan & Wright tires.

The March-Davis Cycle Co. gave a picnic to its employes last week. A very enjoyable time was had at Schiller Park.

R. Phillip Gormully returned last week from a three months' health seeking trip in the south. He is still a sick man.

The Thorsen & Cassady Co. is having a good business in both wholesale and retail branches. It is selling a great many Stearns.

Manager A. D. Black, of the Indiana Bicycle Co.'s branch, says that he sold 600 lamps at retail last week. The lamps sell for 35 cents each.

"Fuzzy" Anderson, of the Hartford Cycle Co., returned last week from his southern trip. He is now recuperating at a summer resort on the lakes.

The Pond-Cottle Co. received an order for 2,000 Vigilant lamps last Friday. Mr. Cottle has just invented a ten-ounce aluminum saddle that has considerable merit.

"Trade is falling off, I am sorry to say," is the complaint of Charley Sieg, of the Sieg & Walpole Mfg. Co. "We can get all of the high-grade wheels we want, but there is a great scarcity of cheap wheels."

NOVELTIES AT ASBURY PARK.

The admirers of racing men will have an opportunity to secure photographs of their heroes at Asbury Park. F. Ed Spooner will be "on the spot" with over eighty photographs of the prominent men of the path, which he will sell for 10 cents a copy. Here's a great chance to get a collection of the stars at a small cost.

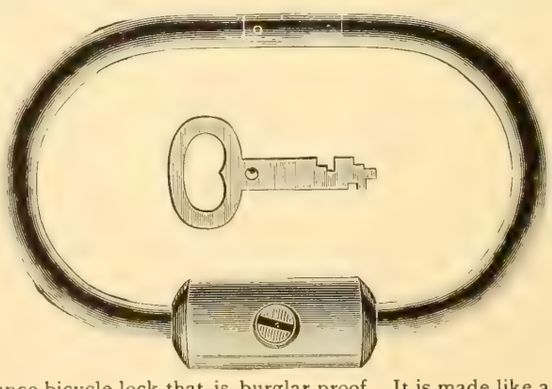
The Gendron Iron Wheel Co. will distribute puzzles which will serve to pass away the time between races. This puzzle looks simple enough, but it is really worse than the "pigs in clover." If you don't go to Asbury send to a Gendron agent for one.

Porter & Gilmour's New Factory.

The new factory fitted up by Porter & Gilmour, of New York, for the manufacturing of their Cygnet bicycles is now in full operation, and wheels are being turned out rapidly. They have every facility for doing good work. The firm are well known as successful retailers, enterprising jobbers, and as having built the P. & G. Special to order for several years. The Cygnet is built in four heights of frame, three weights, and both diamond and drop frames. It is finished in nickel, black, or color, and is exceedingly attractive.

A Burglar-Proof Lock.

Larsen & Bonning, 32-34 Market Street, Chicago, have in the Fernwood



a two-ounce bicycle lock that is burglar proof. It is made like a handcuff, and fastens through the pedal and chain. The retail price is $1.

P. W. Tillinghast writes THE BEARINGS that having severed official connections with the Tillinghast Mfg. Co. he is not responsible for the acts of the company.

ENGLISH TRADE NOTES.

More Litigation Promised—Light-Weight Craze Still Exists—A New Butt-Jointed Inner Tube.

LONDON, June 22.—I hear that there is every likelihood of more litigation in the cycle trade at an early date, for, if rumor is to be believed, several of the firms which embarked in the Palmer Tire Co. when that concern was recently reconstructed, are withdrawing from the business. I am told that the remaining directors of the Palmer company will endeavor to prevent the withdrawals by legal pressure, and if this is so there will be some lively times. Among the firms to withdraw from the company are, I believe, the Premier Co., the St. George's Engineering Co., and J. K. Starley & Co. What the final upshot of all this may be I can not say, nor yet which party is in the right, but however this may be the lawyers will have a busy time.

We are suffering from the light-weight craze more than ever this year, and not a few firms are risking their reputations upon feather-weight mounts which can not fail to bring them a bad name in the end. I note that the Osmond Cycle Co. has recently supplied an Oxford rider with an Osmond safety for road work, weighing only 18 pounds 14 ounces, and not troy weight either. This includes saddle, pedals, tools, bag, and inflator complete. I fancy that few English firms will be silly enough to emulate this.

The Patents Held by the Preston-Davies Tire Co.

are now offered for sale by tender. They comprise thirty-seven in all, and cover a number of different devices for valves, tire fastenings, fabrics, and other essential parts of tires. I understand that they are to be sold in one lot.

A new butt-jointed inner tube has been brought out lately which is constructed in such a manner that the ends interlock with each other when the tire is inflated, and when this occurs the air-chamber is continuous. If it really does hold the air well—a point upon which I am rather dubious—it should have a ready sale, for there is no doubt that it offers great facility for removal from the cover in case of a repair being necessary, without taking out the rear wheel, an operation which is always a tiresome business, especially with machines fitted with gear-cases.

The Engineer for the 14th inst. contains a letter describing a new kind of crank for cycles, which may be said to be a combined crank and gear. An ordinary pair of cranks carry at their ends bearings, through which pass small pins projecting from secondary cranks, which cranks carry the ordinary pattern pedals at their forward ends. The pins of these cranks carry, at the other sides of the bearings of the main cranks, small planet wheels which revolve round a large sun wheel on the crank bracket of the frame.

The Object of this Gear

is to provide a longer throw of crank in front of the axle and a shorter one behind, and a gear of 96 inches is recommended. The inventor is very certain that this arrangement will revolutionize the trade, but has the honesty to admit that he has never yet tried it in practice. When he does, I guess that 96-inch gear will be a trifle "off."



The other day I met W. J. Harvey, the London manager of the Rudge-Whitworth depot, and he told me that he has never experienced such a busy time as he has had lately, and that he has not been able to get away from the depot for even a few hours traveling among the metropolitan and other agents. He also speaks well of the class of buyers this year, who are, he says, of a much better rank than the average of former seasons. The Rudge-Whitworth machines are being well pushed among the aristocracy.

The Dunlop Tire Co. has been going for infringers of its patents lately, and evidently means to make hay while the sun shines. I hear, however, that H. J. Lawson may not be so easily dealt with as some of the people the company has been proceeding against up to the present.

The Cyclist for this week published the whole of the balance sheet of the John Griffiths Cycle Corporation, Ltd., but without comment. Perhaps it is a case of "C. is N." once more.

F. T. Bidlake has Accomplished a Splendid Performance

by reducing the 100-mile tricycle record for the road to 5:15:57, the previous best being 5:52:26. This is by far and away the best road performance of the year up to date, and goes to the credit of Humber & Co. and Dunlop tires. Bidlake rode the same machine on which he broke the fifth mile and twelve and twenty-four hour records last year, and he has ridden the machine a great deal throughout the winter. It is not many record machines which are habitually used as ordinary roadsters, and the circumstance is all the more to the credit of the manufacturers.

The trade in Coventry continues to be marvelously brisk, and the stock rooms of several firms present a unique appearance. For instance, one day recently the three large stock rooms of the Premier company were entirely empty, even the old stock of cushions left over from former years having been disposed of. Such a state of things has never been known before, and certainly points to the fact that the cycle trade has many a bright day before it yet.

The Trade in Wolverhampton is also Very Good.

while I hear that the Dorman Mfg. Co., of Northampton, had not a single '95 machine left at Whitsuntide. The Dover and Grose gear-cases, manufactured in this town, can not be turned out fast enough to meet the demand, so it is evident that the trade all round is in a highly satisfactory condition.

A. C. Hills, the general manager of the Osmond Cycle Co., was married last Saturday to Miss Lillian Julia Emma Morris, and has the best wishes of his many friends in the trade for his future happiness.

WILL O' THE WISP.

THE RUSH OVER IN QUAKERTOWN.

PHILADELPHIA, PA., June 30.—The great demand for wheels is over, and local dealers report that business has relapsed into a dull state as compared with the opening months of the year. There are still a great many purchasers, but they do not number as many as formerly, and those connected with the trade have now an opportunity to take a much needed rest. The business done here this year seems to have been equally divided among the one hundred and some odd houses, for all appear to be thriving and prosperous. Said one well-known dealer to THE BEARINGS' representative, "It is the greatest year we have ever had, and

"The Demand for the Wheels we Handle

has been greater than the supply. Indeed the scarcity of machines is not only the case here," he said, "but all over the country, especially on the Pacific coast. Cycling has received a big boom everywhere, and before next spring manufacturers will be compelled to increase their plants if they want to keep up with the van."

Davy Post, of the Columbia force, was in the city last week on business and ostensibly as a guest of "Pop" Brewster. Mr. Post had with him a novelty in the shape of a cyclometer which will be brought out next fall. It was invented by a friend of his in Massachusetts, and will be put on the market under Mr. Post's management. The cyclometer is about one-sixth the size of the ordinary mileage register, weighs but four ounces, and is simplicity personified, being so constructed as to make it impossible to get out of order. It will sell for $2, and promises to become very popular with riders.

Selling Crimson Rimmers.

The Supplee Hardware Co., the southern and eastern agent for the Syracuse bicycles, is still doing a rushing business. In addition to the large number of crimson-rimmed wheels sold to local dealers, Manager Richwine and his assistants have done good work on the road, and the wholesale orders from all parts of their territory have been very large. The firm recently made vast improvements to its large store for the special use of the bicycle department.

The fame of the Barnes wheel has spread with lightning-like rapidity, and notwithstanding the short time it has been on the market the wheel is known to all riders, and is receiving high praise. The Darrah Cycle Co. is the agent here, and since the arrival of the '95 model a few weeks ago the orders have far exceeded the supply. The fact that such a rider as Johnson rides the Barnes, also greatly adds to its reputation and success.

MORGAN & WRIGHT VICTORIES.

JOHNSON'S GREAT CANADIAN WIN.—J. S. Johnson won the great triangular match race at Toronto on Monday, defeating Sanger and Tyler, and making a world's competition mile in 1:59½. He rode M. & W. tires; so did Tyler.

IOWA STATE RECORDS.—H. E. Frederickson, at Council Bluffs, June 26, on M. & W. tires, lowered the Iowa record for half-mile to 1:06⅕. At the same time and place H. C. Hatlonhauer reduced the quarter-mile state record to :30. C. Boyschau, of Chicago, won the time prize in the Y. M. C. A. road race at Davenport (eleven miles in 33:49), and reduced the state record for five miles from 13:22 to 12:31, on M. & W. tires.

A WINNING BIRD.—At Sioux Falls, S. D., B. B. Bird made a first in one-mile open, a first in three-mile open, and a first in five-mile handicap, all on M. & W. tires.

JOHNSON, TOO.—At Bethlehem, Penn., John S. Johnson won a half-mile professional race on M. & W. tires, in 1:03½.

NEARLY FIVE HUNDRED POUNDS.—"Baby" Bliss, who weighs 487 pounds, is traveling in the United States on M. & W. tires, in the interest of a bicycle manufacturer.

BEHIND A GREAT PACER.—The great pacer, John R. Gentry, trained by M. E. McHenry, covered a quarter-mile in :28¾ (a 1:55 gait), in a sulky shod with M. & W. tires, at Dubuque, Ia.

ABOUT ALL THERE WAS.—In the five-mile road race of the Lake Shore Wheelmen over the Lake View five-mile course June 29, first, second, third, and fourth places, and first and second time were won on Morgan & Wright tires.—[*Adv.*]

A SENSIBLE TOE-CLIP.



One great fault with most toe-clips is that they are not at all suitable for pointed shoes. In these modern days of cycling toe-clips are used by others than racing men and the users do not always wear bicycle shoes with broad toes, and in consequence many of them slip their pedals through an inability to keep their toes in the clips. The Bridgeport Gun Implement Co. has solved the problem with the Star toe-clip. As can be seen by the accompanying cut, it is made for pointed shoes as well as broad ones. It is a very sensible clip and is having a large sale. The clip is extremely light and sells for 50 cents a pair.

LEE RICHARDSON.

On another page will be found an excellent group picture showing how Lee Richardson, the clever little Chicago trick rider, does his graceful tricks. This youngster has made a great name for himself this year, and is one of the best trick riders now before the public. He will be seen at Asbury Park.

The Monarch at Asbury Park.

The Monarch Cycle Mfg. Co. will be at home at "Wilson Cottage," opposite the West End Hotel, Asbury Park, during the week of the national meet. A full line of the several models of the Monarch manufacture will be on exhibition under the personal management of the C. F. Guyon Co., managers of their New York branch. Assistant Manager L. M. Richardson and wife will leave Chicago Saturday for Asbury Park, and will be at Wilson Cottage all next week to look after the interests of the company. His son, Lee Richardson, the fancy trick rider, will give exhibitions during the week of the meet. A cordial invitation is extended to all to make Wilson Cottage their headquarters during their stay in Asbury Park.

The Worcester Cycle Mfg. Co. Starts.

The New England Steel Works, at Worcester, Mass., have been converted into a bicycle factory and are being fully equipped with all the modern and labor-saving appliances for the production of a large number of high-grade bicycles to be known as the Worcester. Charles S. Boyd, of the Calumet Club, New York, and for several years widely known as president of the Intercollegiate Rowing Association, is the president and manager of the Worcester Cycle Mfg. Co., and Andrew J. Cahill will sever his connection with R. H. Wolff & Co. and the United States Tire Co., in order to undertake the duties of secretary, with headquarters at Worcester.

TRADE NOTES.

Caldwell, time prize winner in the Massasoit Club road race, rides a Keating.

Thos. Henderson, late of the Eastern Rubber Mfg. Co., will receive some important news by addressing C. W. Casper, Monarch Cycle Mfg. Co., Chicago.

"Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago. * * *

An English firm has made a wheel weighing 18 pounds 14 ounces, all on, and the English cycling papers are horror stricken to think that a British concern should be guilty of such a horrible crime.

Faxon, the record rider, arrived in Erie, Pa., forty-two hours ahead of time. He is riding with one arm in a sling owing to a circus between a chicken and his front wheel. His 18¾-pound Keating has gone through the 1,256 miles of hustling without a fault.

The Cleveland Machine & Screw Co. has contracted to supply the Pope Mfg. Co. with 1,000,000 balls a month during 1896. This would indicate that the Pope company intends to make many thousands of wheels next year. Manager J. D. Climo says that his company is rushed with machinery orders, running day and night.

A. G. Spalding & Bros., of New York, Chicago, and Philadelphia, have certainly secured another first-class sundry, the Turney Pace Indicator. Those who have tried the Turney Pace Indicator are loud in its praise. It is small, about the size of a cyclometer, is attached to the front axle, and can be easily read from the saddle. All of Spalding's agents are handling the indicator, and it sells at the reasonable price of $3.

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season is better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds. For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill. 1

GOOD MECHANIC WANTED.

A first-class man capable of taking entire charge of small factory. Mention references, and state length of time in business and salary wanted. Apply to 2— care BEARINGS.

The Unique Guaranty===

Three of a Kind.

C. HOWARD WILLIAMS, ESQ., BUFFALO, N. Y., says: "New Cyclometer received, in exchange for one badly damaged in collision. I beg to thank you for your extremely courteous treatment. *Yours is a guaranty worth having.*"

ALBERT C. DAVIS, ESQ., ST. LOUIS, MO., writes: "I beg to thank you for exchange, and wish to express my approval of the principle you are displaying. It should meet with the commendation of all right-thinking people."

MR. ARTHUT H. WILSON, PORTSMOUTH, N. H.: "New cover for Cyclometer received—thank you. I am much pleased with your guaranty. There is a great difference in guaranties, and yours is the most liberal I ever heard of."

the most liberal ever placed on any article of merchandise—"We will repair, ***without charge,*** any 'Standard' Cyclometer that is injured in a mishap to the bicycle." Can you buy anything else that carries an ***accident insurance policy*** with it?

"Guaranty"—how wretchedly the word has been abused heretofore! We are giving new life to the word, establishing a final definition of it. Or will the word be finally dropped from the dictionaries, and **"Standard"** be used instead, as representing the same idea?

The New York Standard Watch Co.

11 John Street, New York.

103 State Street, Chicago.

Pacific Coast Agents:
Pope Manufacturing Co., 344 Post St., San Francisco.
Overman Wheel Co., Larkin and McAllister Sts., San Francisco.

Mention The Bearings

KOLA AND ITS EFFECTS.

Not a few racing men in this country have been aware of the beneficial effects produced by the Kola nut, or bean as it is sometimes called, in its various forms. They have preferred to keep the knowledge for their own benefit, however, rather than to give the public that benefit. The account of the experiments of F. W. Moulton, one of Morgan & Wright's men, will therefore be read with interest by many. We may add to the result of these experiments that others have noted good results after the use of from thirty to fifty drops of the fluid extract taken about fifteen minutes before starting in track races of one mile or more. For track racing the best results, however, have been derived from about twenty-five drops of the extract in a small wine glass full of sherry. The fluid extract of Kola can be had of any druggist. The following are Mr. Moulton's experiments:

Although the Kola nut has from the most remote time discharged highly important functions in the economy of the tribes of tropical and equatorial Africa, its introduction into European pharmacy is first accredited to an Arabic physician in Spain, early in the twelfth century, while its general adoption is a matter of comparatively recent date. The plant originated in tropic climes, and its selection as best suited to the necessities of the native from the thousands of varieties presented to him is due to the unerring instinct of man, even in the most aboriginal surroundings. With him Kola has always occupied such an exalted position, and its virtues have been so highly prized, that its employment has become an indispensable and permanent luxury.

Among the savage tribes the Kola nut to this day enters as a factor into all political and social relations, serving alike as a medium of exchange and as a warrant of friendship and good feeling. Noteworthy in this connection is the fact that on the departure of a guest the host is bound to bestow a farewell gift of the nuts. To one obliged to travel long distances no present could be more deeply valued. Their use not only supports the strength, allays the appetite, assuages the thirst, and promotes digestion, but renders him capable of sustaining the fatigues of the journey more than any product that could be obtained.

Wherever the slave trade has prevailed the Kola appears sooner or later to have been introduced as a necessary sequence to the importation of slaves to their new homes; and in tropical countries where they became located in large numbers, it was studiously imported and cultivated for their advantage and benefit. Hence the introduction in the seventeenth century of the tree in the West Indies and Brazil. In Africa there are eight varieties of the tree in addition to the true Kola, all of lesser value, but it is claimed that the true Kola alone is found in America, and known as "bissy."

With the Creoles the common method of using Kola is chewing it, swallowing the juice and rejecting the fibrous portions. The undried nuts are invariably employed in this way, and are selected with great care, thoroughly cleansed and scrupulously inspected by old women wise in their office. The long continued use of Kola does not establish a craving for it in the nature of a "habit," and there are no after or remote effects from it. One writer on the subject says: "The native 'bissy' users are a vigorous, graceful, and healthy people. In some of the men the muscular development is wonderful. One sees many specimens which far surpass our noted athletes—muscles of dense fibers, solid as mahogany, Apollos in bronze and gold; pictures of anatomical grace and symmetry, perfect from crown to heel."

In Europe, where careful experiments by scientific observers have amply corroborated the reports in its favor, it is found that when using Kola under severe strain and prolonged physical labor, in athletic exercise, mountain ascensions, hard marching of troops, prolonged bicycle racing, even where there is very great and continued exertion, the muscular power is not depressed. Its action in muscular effort seems to be to stimulate exertion and to facilitate respiration and thus to accelerate speed and action. The effort to move is made easy, the strength sustained, exhaustion and fatigue are prevented, and perspiration, faintness, hunger, and thirst are lessened. It has been termed a conservative agent, a waste-restraining element, and, in violent or continued exertion, a needed aid just at the right time; in that it will enable the user to perform more and harder labor without renewal of the food supply, it may be said to confer upon him in a measure the benefits of physical training, placing the untrained man temporarily under conditions similar to those of the trained athlete. When the user has undergone training, it adds its action to the powers already conferred by physical culture.

In training it has been found simply impossible by those of experience to get a man in proper form for any athletic contest without a certain amount of alcoholic stimulant. Men break down without it. There is truth in the saying that training is a test of self-denial and gameness greater than that of the real contest. To the racing man the question of training is not one of preparation for one event, but of keeping in condition for a season's work, and alcohol in any form would be dangerous. Kola supplies the needed stimulus, and to a greater extent. The experience of Mr. Moulton and the party of five accompanying him on his last century proves that the drug satisfies all thirst, prevents the loss of breath following rapid work, strengthens the heart in violent action, and gives strength and a feeling of comfort where fatigue is usually felt.

Local interest has followed these experiments closely, and their value is incontestable. Capt. Chas. E. Woodruff, U. S. A., is making use of them in his report to the department, and Doctor Baker, of Chicago, is preparing a paper for publication in the medical press, relative to his observations over the century course—his first century, by the way, this year, and ridden without preparation or more than ordinary exercise on his wheel. The following correspondence and reports are self-explanatory.

FORT SHERIDAN, ILL., June 16, 1895.

MESSRS. MORGAN & WRIGHT, 331 West Lake Street, Chicago.

Dear Sirs: I learn that Mr. Moulton of your house is testing Kola nut in bicycling. Will you kindly ask him to keep me informed of progress of experiments and results.

Very truly, CHAS. E. WOODRUFF,
Captain and Assistant Surgeon, U. S. Army.

CHICAGO, ILL., June 22, 1895.

CAPT. CHAS E. WOODRUFF, U. S. A., Fort Sheridan, Ill.

Sir: Your note of the 16th inst., addressed to Messrs. Morgan & Wright, has been referred to me for reply. I shall, in compliance with your request, be very glad to inform you of the progress and results of such experiments as I have made, and may make in the future with the Kola nut in connection with long distance cycling.

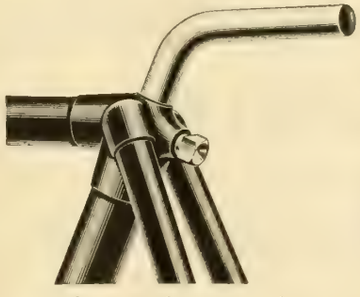
On Sunday, the 2d inst., I made a century run over the Elgin-Aurora course, eating before starting, at Elgin, at Aurora, and upon returning. I used no Kola on this run, as I was desirous of ascertaining how well I could stand the trip without its aid.

On Sunday, the 9th inst., I again made a century run over the same course, and used the fluid extract of Kola, in thirty-drop doses, at intervals of an hour and a half during the day, eating no food of any description. I drank water five times during the run, although I had comparatively little thirst. I had absolutely no desire for food, and, although the day was very hot, I rode the 100 miles in fairly good time, and felt strong and perfectly well at the finish.

On Saturday afternoon, the 15th inst., accompanied by Mr. J. W. E. Kinkead, I started on a double century, going first over the Elgin-Aurora course, and, upon returning to Chicago, going over the Waukegan course. During this ride of 200 miles I ate moderately, and at regular intervals, and used the fluid extract of Kola in thirty-drop doses at intervals of every two hours.

I felt active and strong during the entire run, but the effect of Kola was especially noticeable when finishing the second century as I was then apparently stronger and felt

TRIBUNE BICYCLES



A POINT OF MERIT.

DID it ever occur to you to particularly examine the different methods used by various bicycle makers in securing the frame tubes together at the seat post. This is a point in a bicycle worthy of some little consideration, and on it depends much of the stiffness of the frame. In buying a wheel, look and see if this part of the frame is well made. In some frames the rear tubes are secured at this point by flattening and punching a hole in the tube ends and securing them to the forging with a bolt. This is cheap and easy to make, and it holds the frame together, but it is hardly the construction to be looked for in a high-grade bicycle.

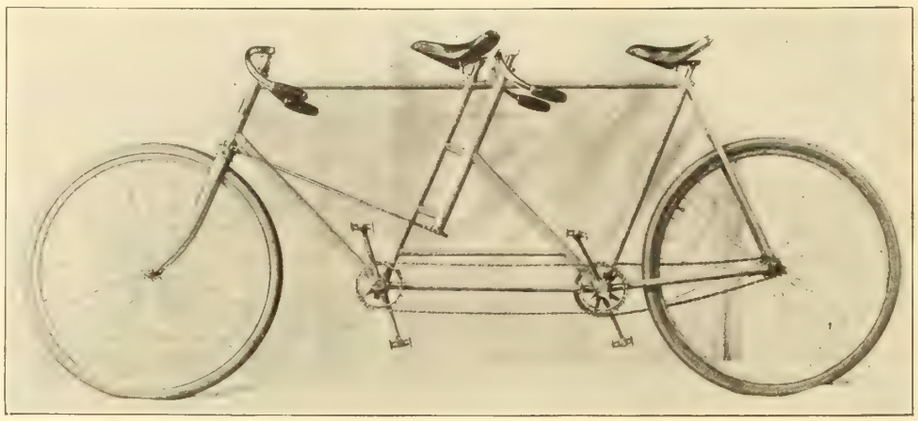
Notice how the Tribune is built. This is one of the reasons why they sell so fast. The Cycloidal sprocket is another reason.

SEND FOR CATALOGUE.

THE BLACK MFG. CO., Erie, Pa.

ALEX H. REVELL & CO., Chicago Agents.

A TANDEM



AS IS A TANDEM.

It is the Peerless. It weighs 38 to 39 pounds; is made in either combination or diamond frame, ***and sells for only $125.***

SEND ALONG YOUR ORDERS

THE PEERLESS MANUFACTURING CO., Cleveland, Ohio.

Mention The Bearings

"ON THE SPOT."

ALL THE PHOTOS OF THE RACING MEN

Over eighty photos of the prominent men of the path now before the public. Good views of all of them; on their wheels and in bust; in racing suits some of them; in citizen's clothes others; some in both, and photos of the teams. Photos taken this spring. The latest and best views of the men, all plainly marked with the name of the man, and the name by which he is known in racing circles.

Will be on sale at the National Meet at Asbury Park at Ten Cents each

When sent by mail, cash in advance, two cents in stamps extra for each photo ordered should be sent; otherwise, by express, C O. D. Order by number only.

Just the article wanted for a fine large frame for the house, club, or store, and will attract attention anywhere.

No. 0—L. Dute Cabanne, "The Adonis"; in citizen's clothes.
1 –
2–
3—L. Dute Cabanne, "The Adonis"; in racing suit.
4—L. Dute Cabanne, "The Adonis"; on wheel, side view.
5—Fred J. Titus, "The Marble Heart"; in street clothes.
6—Fred J. Titus, "The Marble Heart"; in racing suit; bust.
7—Fred J. Titus, "The Marble Heart"; on wheel, front view.
8—Fred J. Titus, "The Marble Heart"; on wheel, side view.
9—Fred H. Allen, "The White Flier"; in racing suit; bust.
10—Conn Baker, "The Artist"; bust.
11—Conn Baker, "The Artist"; side view, on wheel.
12–
13—Walter Sanger, "The Big 'Un"; on wheel.
14 –
15–
16–
17—M. F. Dirnberger, "King Michael"; front view, on wheel.
19—Charles M. Murphy, "Brother Charles"; side view, on wheel.
20—T. W. Eck, "Of Me and Johnny"; bust
21—John S. Johnson, "Of Me and Johnny"; bust, in citizen's clothes.
22—Dr. A. I. Brown, "The Doctor"; bust.
23—H. H. Maddox, "The Life Saver"; bust.
24—
25—A. W. Warren, "The Beau Brummel"; on wheel.
26—Frank J. Jenny, Utica; bust.
27—Harry Tyler, "Gentleman Harry"; on wheel.
28—Tom Cooper, of Detroit; bust.
29—Tom Cooper, of Detroit; on wheel.
30—Lee Richardson, one wheel act and several views in difficult features.
31—W. De Cardy, "Class A King"; bust.
32—Arthur Gardiner, "Chicago's Pride"; bust.
33—L. C. Johnson, "Of Too Much Johnson"; bust.
34—E. C. Johnson, "Of Too Much Johnson"; bust.
35—F. G. Barnett, "Unpaced Mile, 2:07⅕"; on wheel.
36—
37—
38—Harry Wheeler, bust.
39—
40—The Spalding team.
41—
42—L. A. Callahan, of Buffalo; on wheel.
43—L. A. Callahan, of Buffalo; bust
44—Otto Ziegler, "The Little California Demon"; on wheel.
45—Otto Ziegler, "The Little California Demon"; bust, in citizen's clothes.
46—Otto Ziegler, "The Little California Demon"; three-quarter view.
47—
48—Clint Coulter, "The Transcontinental Tourist"; three-quarter view.
49—The Falcon team on wheels.
50—The Falcon team, in bust, with Trainer Tellam.
51—M. F. Carter, "Baltimore's Mike"; bust.
52—M. F. Carter, "Baltimore's Mike"; on wheel.
53—Eddie Bald, "Eddie Cannon Bald"; in bust.
54—Tom Eck starting Johnson, "Me and Johnny".
55—
56—Gussie Steele, "The Toy Racing Man"; bust
57—Gussie Steele, "The Toy Racing Man"; on wheel.
58—W. F. Terrill, "The California Giant"; bust
59—W. F. Terrill, "The California Giant"; on wheel.
60—Pat O'Connor, "Of Ould Ireland"; bust.
61—Pat O'Connor, "Of Ould Ireland"; on wheel.
62—Jack Coburn, St. Louis; bust.
63—Jack Coburn, St. Louis; on wheel.
64—E. F. Leonert, "Straightaway Mile, 1:35"; bust.
65—King Michael Dirnberger and Trainer Lyman.

National Cycle News Bureau, New York and Chicago· Chicago office, 1387 Jackson Boulevard. F. ED SPOONER, General Manager.

more like riding than at any other time during the trip. I may say that in my own case there were no after effects whatsoever. My bowels were regular, both during the run and afterward. The use of Kola produced upon me no wakefulness during the night following my return from the ride.

I experienced during the ride no difficulty in respiration, but rather a sense of freedom. My pulse and heart's action were regular and normal. I had no soreness of the muscles in any way as a result of the ride. I should roughly estimate that during the last fifty miles the use of Kola added one-third to my strength.

Tomorrow I shall take a party of six over the Elgin-Aurora course for the purpose of making a final test in regard to the use of Kola A full report of the results of this test I shall be glad to send you. Respectfully, FRANK W. MOULTON.

REPORT OF DR. C. W. BAKER ON THE USE OF THE KOLA NUT IN LONG-DISTANCE CYCLING.

Through the courtesy of F. W. Moulton I was invited to accompany him, on Sunday, the 22d inst., with four other persons, around the Elgin-Aurora century course, for the purpose of ascertaining by experiment, from the following named persons, the effect of Kola upon the system under prolonged muscular exertion. Before starting I ascertained the condition of pulse and heart action of each person, and found that the pulse varied from normal to an excess of ten to fifteen beats per minute, the excess in each case being due to the fact that the person had been riding some distance before the examination was made We also weighed ourselves, and in every way that suggested itself to my mind I tried to find the exact condition of every member of the party before starting.

My opinion in regard to the use of Kola is that it is a good strength sustainer; that it controls respiration and the heart's action, thus to a great extent preventing muscular waste, and loss of vitality. Probably the most direct way of showing this is to state the effects of the drug in each individual case.

There was taken during the run five doses, of thirty drops each, fluid extract of Kola, Mr. Kinkead taking an extra dose of thirty drops, as he was making the century without eating. The general effect of the drug upon all of us was similar to that of an alcoholic stimulant, without the unpleasant effects which such stimulant produces. In none of the persons experimented upon was there any dizziness or swimming sensation, but the mind remained clear, and there was a freedom from all weariness. The appetite was in no way interfered with, yet there was no repugnance to food.

Mr. Kinkead kindly consented to make the run without food or drink, and it was surprising to me indeed how wonderfully his vitality and strength kept up. He informed me that after the end of the run he felt as strong and fresh as on any of his forty-eight other centuries, when he had partaken of food and drink as usual.

To Mr. Moulton, who had used the drug on several previous century runs, I suggested that he begin the use of Kola at Aurora, the end of his sixtieth mile. He took thirty drops at this point, and again on the completion of his eighty-second mile. He informed me that he was noticeably and almost immediately strengthened; that he felt fresh and active, and greatly benefited by its use.

From all that I could learn upon this single run, I should say that Kola used discretely will, in a majority of cases, be a beneficial and helpful remedy to a person under any prolonged muscular exertion. The following are the notes which I made upon its effects upon each of the persons who constituted the party:

Frank W. Moulton; pulse 76, and regular; weight 133½ pounds at the start; 130 at finish; no sleep the night before; thirty drops of the fluid extract taken at the sixtieth mile; dose repeated at the eighty-second mile; noticed a direct benefit; finished strong, no tired feeling of any kind. In his case strength and vitality responded promptly and he was decidedly benefited by its use.

Miss Annis B. Porter; pulse 90 and regular, but very fast as she had been riding before pulse was taken; weight 117½ pounds, at start; 117 at finish. About one-half hour after taking the first dose, face became somewhat flushed; respiration was regular and full. Heretofore, upon arriving at Elgin (the thirty-eighth mile) her muscles were always tremulous; could scarcely hold a teaspoon steady. This time she noticed none of this feeling, and had, what is unusual with her, no headache throughout the run. Finished strong; had little desire for food, yet ate normally; slept the night before 6¾ hours.

J. W. E. Kinkead; pulse 74, normal and regular; weight 182 pounds at start; 170 at finish; slept the night before 7½ hours. Mr. Kinkead made the entire ride without food or drink; felt clear-headed and strong all day, and had absolutely no desire for food or water; finished strong, and took a little toast and coffee upon completion of the century.

C. H. Blake; pulse 90; full, intermittent, and rapid (had been riding); weight 151 pounds at start; 143½ at finish; felt no ill effects of the drug during the entire day; was considerably strengthened by its use.

L. J. Berger; pulse, 72; weight, 125½ pounds at start; 123 at finish; before taking the drug felt somewhat tired, but after taking it became stronger, and rode in good shape. At Elgin he said he felt much better than ever before when riding the same distance; knees felt stronger.

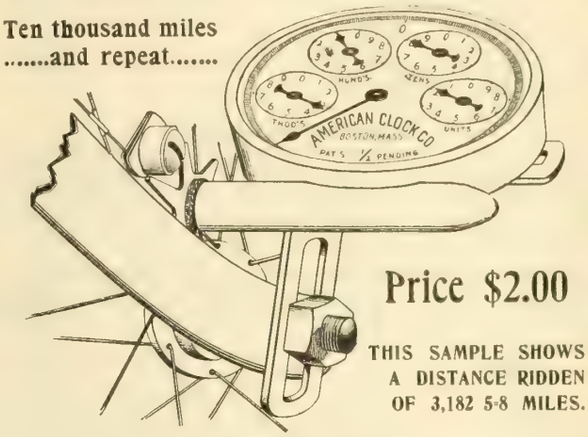
Dr. C. M. Baker; pulse, 76; weight, 143½ pounds at start, 137½ at finish; immediately after taking my first dose a sense of warmth and heat was felt throughout the body; respiration very regular, and heart's action normal; at Elgin had no thirst or dryness of the mouth; strength, good; no perspiration, and yet no uncomfortable feeling from the lack of it. During the entire run I felt no trembling of the muscles; mind remained clear during the day; muscular action, good; no desire to eat, yet could partake of food easily; slept four hours the night before. I might state that the fifth dose produced a sense of nausea with a desire to vomit, which lasted about fifteen or twenty minutes and then passed off, with no further unpleasant feeling. C. M. BAKER, M. D.

The Toledo Cycle Supply Co. is opening a store in Toledo for the purpose of supplying the trade with cycle fittings and sundries. It has been appointed agent for Morgan & Wright tires and Plymouth wood rims, and will carry in stock a full line of English weldless steel tube, Snell Cycle Fittings Co.'s goods, and in fact all the requirements of a cycle supply house.

Charles W. Odell, of the Excelsior Needle Co., was married to Miss Olive Agard at Torrington, Conn., June 19.

...THE
AMERICAN CYCLOMETER

Ten thousand miles
.....and repeat.....



Price $2.00

THIS SAMPLE SHOWS A DISTANCE RIDDEN OF 3,182 5-8 MILES.

The American, although late in the field, is superior to any other cyclometer on the market, and we are confident that the dealer will find it more profitable than any other. Most bicyclers, as a rule, like to keep a continuous record of their riding, and it is often very pleasing to be able to show that they have ridden four, five, six, or seven thousand miles, which can not be shown on the thousand mile cyclometer. We are doing the work of ten cyclometers, and quoting to the consumer only a reasonable price for a first-class article. In showing the advantages of this cyclometer over all others, we see no reason why any dealer will not be able to sell far more than any other on the market.

The best seller on the market. Liberal terms to agents.

AMERICAN CLOCK CO.
14 AND 15 TREMONT ROW. BOSTON, MASS.

BICYCLE FITTINGS.

We manufacture a large variety of shapes and dimensions of **PRESSED STEEL BALL BEARING CASES**, finished in any manner desired. We use only the best quality of steel and take special care in hardening and polishing our shells. We also make **DUST CAPS, PEDAL PLATES, T FERRULES** for handle-bars and frame connections; **STEEL, IRON, AND BRASS FERRULES, WASHERS, ETC.** First-class **NICKEL-PLATING** furnished, all work being coppered before plating. We solicit correspondence, and shall be pleased to furnish samples of anything we make, or estimates on any specialties in our line.

Worcester Ferrule & Manufacturing Co.,
17 HERMON ST., WORCESTER, MASS.
Mention The Bearings

THIS IS THE ORIGINAL
PEPPERMINT FLAVORED
CHEWING GUM
To relieve the distressing pains of
DYSPEPSIA AND HEARTBURN.
CHEW FOR 20 MINUTES AFTER EACH MEAL.
INDISPENSABLE TO CYCLISTS AND TOURISTS.
The only chewing gum factory open to visitors at all times.
CHEW WHITE'S YUCATAN GUM.
W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.



Timers....

Buy one and see how fast you ride.

SEND FOR PRICE LIST.

WILSON BROTHERS,
Tremont Row, BOSTON, MASS.
Mention The Bearings.

It will be a hard matter for the agents of the Syracuse Cycle Co. to get wheels. Last week the concern made a contract with A. F. Shapleigh Hardware Co. to deliver 10,000 wheels during the season of 1896. John C. Bowe has been in St. Louis for the past week and made the deal. This is by far the largest order ever given by a cycle jobbing house in America.

The tubular hub will be used on all wheels made in Syracuse next year. E. C. Stearns & Co., the Barnes Cycle Co., and the Syracuse Cycle Co. arrived at this conclusion last week. All of these manufacturers have several new and distinct features in view.

T. C. Power & Co., of Helena, Mont., have the state agency for the A. R. March Mfg. Co., of Chicago.

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties. or up New York state to Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

....1896....

SUPERB

Advance models ready for immediate delivery. 2c. stamp informs you regarding terms. We sell close for cash.

Ralph Temple Cycle Co.

2208 Michigan Ave., Chicago, Ill.



The Clifton House is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

"OH! I DON'T CARE



What I buy, what I sell, or what I trade for." We don't want this style of bicycle agent or purchaser. We want a man that takes pride in the QUALITY of the bicycle he sells. This is equal to saying that we want good Keating agents.

FREE CATALOGUE . . . .

WHAT IS YOUR ADDRESS?

Mention The Bearings

KEATING WHEEL CO., Holyoke, Mass.

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.



Mention The Bearings

"QUALITY WILL TELL."

INDIANAPOLIS SINGLE-TUBE TIRES.

HAND MADE, LIGHT, FAST, STRONG.

AGENTS:

M. & M. W. Co., Chicago.
H., S., B. & Co., Chicago.
Goodyear Rubber Co., New York.

Experienced Riders

Will fully appreciate the many exclusive Remington improvements introduced in our '95 models

Viz.: Narrow tread, ball retainers, dust-proof bearings, new pedals, and the most effective adjustable handle-bar ever offered.

PRICES.

Men's,

$100 $90. $75.

26-in. Boys',

$50.



PRICES.

Ladies',

$100. $75.

26-in. Girls',

$50.

22-lb. Road Racer with narrow tread 4 5-8 in. wide.

Dealers are directly benefited and their sales largely increased by handling bicycles having an unquestioned and well-established reputation. It is so with REMINGTONS. Send for illustrated '95 catalogue free. Agents wanted in unoccupied territory.

Factories:
Ilion, N. Y.

Remington Arms Co.

313-315 Broadway,
N. Y. City.

Mention The Bearings

WE MAKE WHEELS TOO!

Our agents will tell you so!

Eldredge

and.....

Belvidere

Are the names of our wheels.



MORLEY BROS., Saginaw, Mich.,

Our Agents for Michigan, Wisconsin, Minnesota.

GLEASON & SCHAFF, 275 Wabash Ave., Chicago, Ill.,

Our Agents for Cook County.

NATIONAL SEWING MACHINE CO.

BELVIDERE, ILL.

MENTION THE BEARINGS.

AGAIN WE SMILE.

ANDRAE CYCLES

In the Waterloo (Wis.) Road Race—Two Andraes in the race—

Win 2d place, 6th place, and 1st time prize, from scratch, breaking course record 1 min. and beating the cream of Wisconsin riders.

"THEY NEVER DISAPPOINT."

You will be sorry if you don't get one.

Julius Andrae & Sons Co., Milwaukee, Wis.

The following are a few good people who sell them:

LEW. C. BLACK, San Jose, Cal.
J. C. JOYSLIN CYCLE CO., Minneapolis, Minn.
M. O. DAXON, Omaha, Neb.
H. A. CAIN, 260 N. 13th St, Philadelphia, Pa.

"BY CHOWDER!"

Says Uncle Rube (as he watched "Lec" Kennedy skin out a 2:03 mile on his 17-lb. "America" at Galesburg last week), "but that air 'Mericky beesickle do be a beanery for a man to ride that fast on that excuse for a (cobble paved) track(?)" It's no wonder to us that people wonder, but the real secret of the "America's" success is scientific construction. We know how to build bicycles, as thousands of testimonials will show. "The best is none too good."



CHICAGO RETAILERS:

Mason & Mason, 587 Madison St.
The North Chicago Exchange, 181 Lincoln Ave., and Washington and La Salle Sts. (Stock Exchange Building).

The Largest Wood Rim Makers in the World

Manufacturers of all styles and sizes of Wood Rims.

USED AND INDORSED BY THE LEADING MANUFACTURERS

of high and medium grade cycles.

RIDDEN BY THE FASTEST RACING MEN IN THE WORLD.

We are in a position to accept your orders, **guaranteeing deliveries.**

MANUFACTURERS, do these facts interest you?

It is Safe to Buy and Safe to Ride Plymouth Wood Rims.

INDIANA NOVELTY MFG. CO.

PLYMOUTH, IND.

Mention The Bearings.

Settles All Disputes.



At One Writing

THE BAXTER REGISTER makes 3 bills (5x4 3-8 in.); two coming out of the machine; one for customer, one for cashier or spindle, third record retained inside under lock and key. Protects your Cash and Charges.

Send for Catalogue.

Good agents wanted in unoccupied territory.

PRICE, **$15.00.**

THE BAXTER REGISTER CO.
340 Dearborn St., CHICAGO.

MENTION THE BEARINGS

Too Slow
Too Fast

How often have you heard the above remarks from many a prominent cyclist on the track unable to know at just what rate of speed he has been traveling. No excuse now—the

Turney Pace Indicator

will revolutionize bicycle training. It is the best thing that has ever been produced in this line—in fact, the only thing. It is attached to the front axle and can be easily read from the saddle and tells you exactly at what rate of speed you are traveling. The rider can hit it up if he wants to go faster, or he can tell if he is going too slow. The **Turney Pace Indicator** is right in front of him. Price, **$3.** Now on sale at

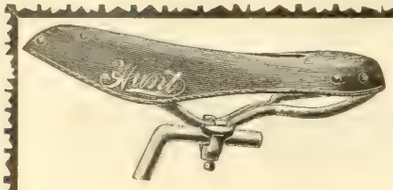
A. G. SPALDING & BROS.,

NEW YORK:
126-130 Nassau Street.

CHICAGO:
147-149 Wabash Avenue.

PHILADELPHIA:
1216 Chestnut Street.

Mention The Bearings.



When once you have tried,

Thereafter you'll ride

Hunt

SADDLES.

HUNT MFG. CO., Westboro, Mass.

R. B. McMULLEN & CO.,
CHICAGO and NEW YORK.

Mention The Bearings

Fairbanks Wood Rims

"Are the Best What Grows."
So say the makers of ANDRAE BICYCLES.
THEY KNOW.....

MILWAUKEE, WIS., May 16, 1895.

THE FAIRBANKS WOOD RIM CO.,
Boston, Mass.

GENTLEMEN: Inclosed please find order to confirm our message of even date. At the beginning of the season, we thought that single piece rims would be as good as built up rims—we know better now. We do not say that we had any extraordinary trouble with them, still we think that your built up rims "*are the best what grows,*" and while we may have strayed somewhat from the *Fairbanks* "*flock,*" we expect to henceforth stick to you "like pitch to a shoemaker's pants."

You will please see that all our rims are well finished, and oblige,
Yours truly,
(Signed) THE JULIUS ANDRAE & SONS CO.

N. B.—"Andrae Bicycles never disappoint,"
Neither do FAIRBANKS RIMS.

The Fairbanks Wood Rim Co.

5 and 7 Appleton St., BOSTON, MASS.

GEO. S. MACDONALD, 10 Barclay St., New York City,
Special Sales Agent.

Mention The Bearings



BICYCLE

Leggings

For Ladies and Gents.

We have unsurpassed facilities for the production of the above. If you want the

Latest Thing to Date

Send for illustrated catalogue showing styles and instructions for self measurement.



GENT'S OXFORD

S. W. HALL,

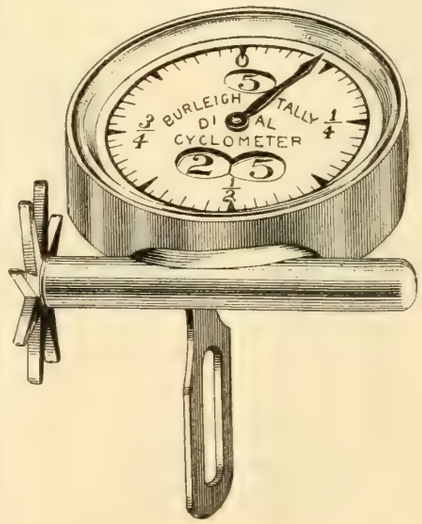
Pioneer Manufacturer of
Over-Gaiters and Leggings of All Descriptions,

Office, Room 6, 50 Jackson St.,

CHICAGO, ILL.

MENTION THE BEARINGS

TALLY-DIAL CYCLOMETER



Easily read. Guaranteed in every respect. Only cyclometer with Tally-Dial. It can be set back easily and quickly, but by holder of detachable key only. Weight 3 ounces.

PRICE $2.00.

DISCOUNT TO TRADE.

TALLY-DIAL CYCLOMETER CO.,

FACTORY,
TILTON, N. H.

NEWPORT, R. I.

MENTION THE BEARINGS

LADIES



S



B

GLOVE-FITTING LEGGINGS

Made to Order and to Fit.

Dealers, our prices will interest you, as will our illustrated catalogue.

SMITH & BYRON,

Mention The Bearings

147 Fifth Ave., CHICAGO.

The Greatest Success of the Times.

GRISWOLD'S

New Repair Tool

FOR SINGLE TUBE TIRES.

It will pay you to investigate. Samples sent upon receipt of price,

$1.00.

GRISWOLD'S DETACHABLE

Folding Bicycle Mud-Guard

PRICE, **$2.50.**

Made of the finest Para sheet rubber. Adjusts itself to any bicycle frame without the use of buckles or other cumbersome device. Weighs but 8 ounces.

For descriptive circulars, trade prices, and discounts, write

M. E. Griswold Co.

Washington Heights, CHICAGO.

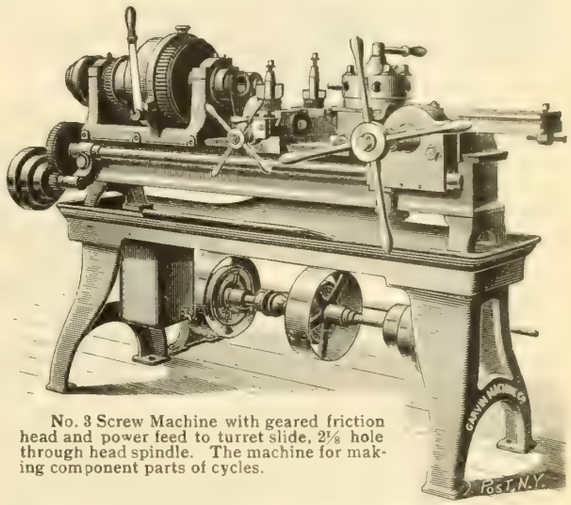
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TO MAKE BICYCLES

Or Component Parts
At the Lowest
Possible Cost use

Our Special Bicycle Machinery

FOR MAKING
Hubs,
Cones,
Chain Links,
Chain Rivets,
Sprocket Wheels,
Axles,
Steps,
Ball Cases,
Pedal Spindles,
Spoke Nipples,
Nuts,
Screws,
and all
Formed Work.



No. 3 Screw Machine with geared friction head and power feed to turret slide, 2⅛ hole through head spindle. The machine for making component parts of cycles.

Write us for special catalogue of bicycle machinery....

THE GARVIN MACHINE CO., Laight and Canal Streets, NEW YORK.

Also 51 North 7th St., Philadelphia, Pa.

Manufacturers of Machine Tools and Machinery.

Mention The Bearings.



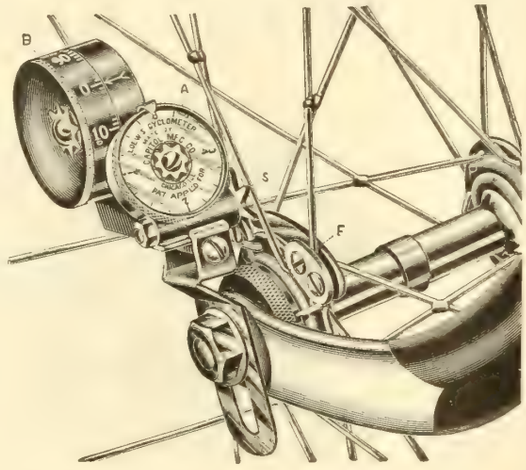
LOEW 10,000 MILE CYCLOMETER

Weight, 4 oz.
Price, $2.60.

The only instrument with independent trip and single mile dials giving mileage for each day or trip in addition to the total recorder which adds every turn of the wheel up to 10,000 miles and repeats, or can be set back.

Absolutely Dust and Water Proof.

Simplicity of construction insures durability and absolute accuracy.



Every Instrument Guaranteed to give Satisfaction or Money Refunded.

DEALERS, WRITE FOR REVISED DISCOUNTS.

SEE THIS SPACE NEXT WEEK FOR SPEEDOMETER AD.

CAPITOL MFG. CO., Chicago, Ill., U. S. A.

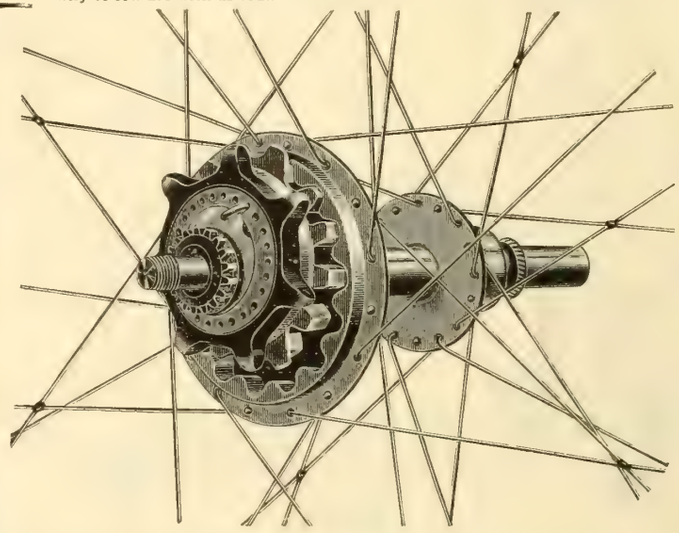
Mention The Bearings

....THE....

"BI-GEAR" CATECHISM.

Are there any disadvantages in a change gear?

In a perfect device—none. Imperfection is always detrimental wherever it is found, and in a change gear it does not take much of a dose to cause death—to the device. This explains the heretofore excessive mortality in these devices, and why so few are with us today



The abovecut shows the low gear position. A spur gear on the end of the sprocket wheel engages with an internal gear on the hub—a portion of the clutch flange being broken away to show the parts clearly—the internal gear teeth serve for the clutch teeth in the high gear. The low gear is a 20 per cent reduction from the high gear.

Are there any other advantages worth considering?

There is one decided advantage in having a change gear on your wheel even when riding indoors on a perfectly smooth and level track. It is a great relief to a tired rider at times to throw in the low gear. *It gives him rest without stopping*

For further information write for descriptive catalogue.

The Brown-Lipe Gear Co., - Syracuse, N. Y.

Mention The Bearings

ZIMMY

CYCLES.

ASK TO SEE A "ZIMMY." . . . .

EASIEST RUNNING WHEEL IN THE WORLD.

ZIMMERMAN MFG. CO., FREEHOLD, N.J.

G. M. SHIRK, agent for Illinois and Indiana.
BIDDLE HDW. CO., agents for eastern Pennsylvania, south Jersey, Delaware, and Maryland.
W. G. SCHACK, agent for Buffalo, N. Y.
THEO. ROTHE, agent for Boston, Mass.
J. F. McLAIN, agent for western Pennsylvania.
BROWN & BERRY, agen`s for Mississippi.

Mention The Bearings

The Prime Requisites of Cycling

are ease and comfort.

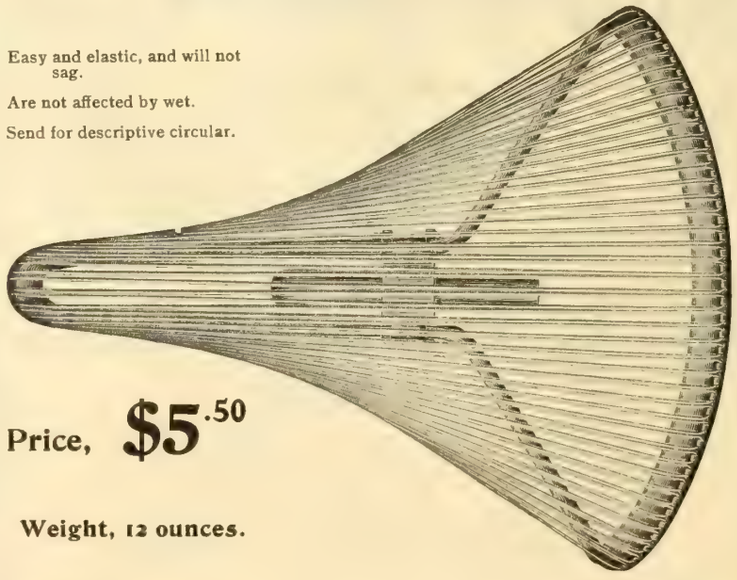
CLIMAX WIRE SPRING SADDLES

produce these desirable conditions.

Easy and elastic, and will not sag.

Are not affected by wet.

Send for descriptive circular.



Price, $5.50

Weight, 12 ounces.

Manufactured by. . . **. . . For Sale by the Trade**

CLIMAX MANUFACTURING COMPANY,

EAST HAMPTON, CONN., U. S. A.

Mention The Bearings

Saddle Soreness Unknown

to Riders of the

BROWN PATENT WOOD SADDLE



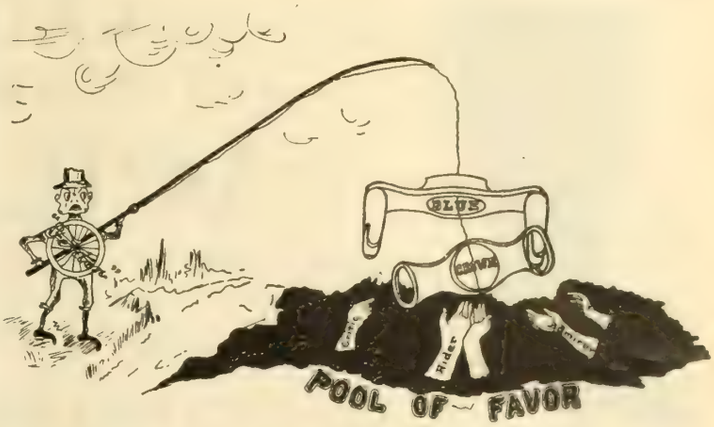
Track Racer, 15 oz, list $6.00.

LIGHT. STRONG. DURABLE.

Write for illustrated catalogue.

BROWN SADDLE CO., Denver, Colo.

Mention The Bearings



YOU DO SEE THOSE LUGS!

"If our virtues did not go forth of us,
'Twere all alike, as if we had them not."

Many coats of pretty blue enamel hide a "good thing." The Fenton Blued Crown has forged integrally with its top plate, deep lugs that protrude through the lower leaf, completely filling and most thoroughly reinforcing the fork sides. Such forgings are costly, difficult to make, and their finish necessarily expensive. But these things are of the Fenton general superiority. Study the lugs, and—well, send for a catalogue freighted with virtues.

FENTON METALLIC MFG. CO., Jamestown, N.Y.

MENTION THE BEARINGS

Do you want 'em?

We've got 'em in stock!



BALLS STAY IN WHEN AXLE IS REMOVED.

Warwick & Stockton Co.

We make 'em. Newark, N. J.

Mention The Bearings

"NONPAREIL" BLOOMER SUIT,



THE ONLY SCIENTIFICALLY AND GRACEFULLY CONSTRUCTED BLOOMER SUIT IN THE MARKET.

We make these suits in a great variety of materials and styles for both ladies and gentlemen at all prices.

The leading houses of the country are now handling these suits.

Send for Illustrated Catalogue and Price List.

M. NEWMAN & CO., 199 & 201 Van Buren St., CHICAGO.

MENTION THE BEARINGS



LADIES!

If you want **THE BEST LEGGING**, the World's Fair Premium kind, buy

WILEY'S

If your dealer is not enterprising enough to carry the best, send to us for catalogue; or better yet, send **75c.** FOR SAMPLE PAIR and see for yourself. ALWAYS GIVE SIZE OF SHOE.

DEALERS: If you do not handle WILEY'S it would be to your advantage to do so. Many kinds, right styles, low prices. Liberal terms and good discount for cash in ten days.

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REGISTERED TRADE MARK.

NEW DESIGNS FOR 1896.

ONLY HIGH-GRADE GOODS.

FRAMES, HUBS and PEDALS

WRITE TO US.

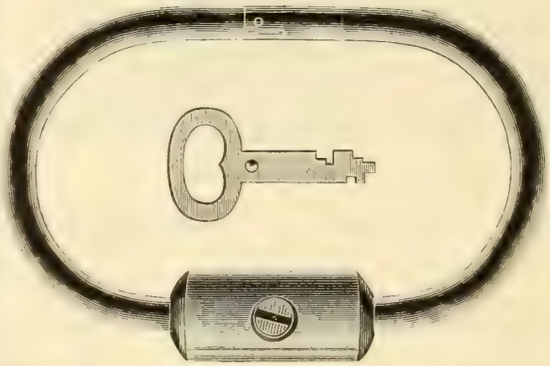
F. S. WATERS & CO.,

MANUFACTURERS.

155 W. WASHINGTON ST., CHICAGO.

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It is Just What You Have Been Looking For.



The neatest, handiest, and best cycle lock on the market.

The Fernwood

Weight, 1¾ oz.

Once used and you will never use any other.

AGENTS— Write for prices and discounts.

Mention The Bearings **LARSEN & BONNING, 32-34 Market St., Chicago.**

JOHNSTON TWO-SPEED WHEEL

One turn of a lever changes your gear from high to low, or the reverse, immediately.

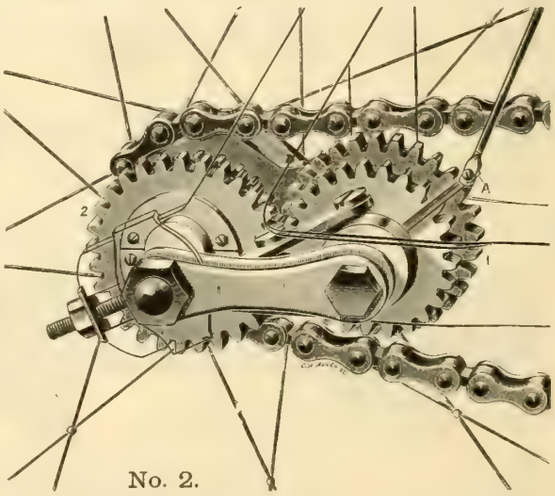


It is possible to ride a much higher gear with this attachment than could be done without it. Any combination of gears can be furnished (weight 15 oz.).

This cut shows the gears in action, the lever A being at the highest point. The power is transmitted through gears No. 1 back to gears No. 2, giving a greater power with less speed.

Look for cut No. 1 next week.

154 Congress Street, BOSTON.



No. 2.

BICYCLE SUNDRIES

We are NOW prepared to furnish THE TRADE with Bicycle sundries at lowest market prices. Send for Illustrated Catalogue.

HARTLEY & GRAHAM,

P. O. BOX 1760. MENTION THE BEARINGS 313-315 BROADWAY, NEW YORK.

FOR "THAT 'AFTER THE CENTURY' FEELING"

RIDE A TOP-NOTCH WHEEL LIKE

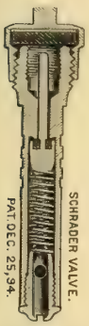
THE JAMES AND GLADSTONE

JAMES CYCLE IMPTG. CO., 103 ADAMS STREET, CHICAGO.

Mention The Bearings

SCHRADER UNIVERSAL VALVE

TRADE MARK.



SIMPLE AND ABSOLUTELY AIR TIGHT.

MANUFACTURED BY A. SCHRADER & SON, ESTABLISHED 1844.

32 ROSE STREET, NEW YORK.



Used by the Following Tire Makers:

Pope Mfg. Co.	American Dunlop Tire Co.	New York Tire Co.	Mechanical Fabric Co.
Hartford Rubber Works Co.	Revere Rubber Co.	Eastern Rubber Mfg. Co.	Manhattan Rubber Mfg. Co.
N. Y. Belting & Packing Co.	Newton Rubber Works	North American Rubber Co.	United States Tire Co.

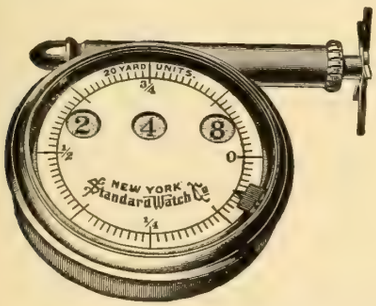
Combination Roll and Rubber Co. The Diamond Rubber Co. The Indianapolis Rubber Co.

JOBBERS AND DEALERS are requested to purchase from above firms.

Mention The Bearings

We also make the Palmer Valve exclusively for the B. F. Goodrich Co. and for the Palmer Pneumatic Tire Co.

THE STANDARD CYCLOMETER



LEADS THEM ALL.

Built on the principle of a watch, and fully guaranteed by a responsible firm. Record the number of miles you ride daily. The little Standard does it accurately. Registers 1,000 miles and repeats, dust proof and water proof, smallest in the market. Its weight is only 3¼ ounces. White enameled dial, same as a watch. Easily and quickly applied. In case of accident, repaired without charge.

Sent postpaid to any part of the United States for $1.75.

B. WOLF & CO., - - - 253 BROADWAY, NEW YORK.

Mention The Bearings.

A BRAKE

to be useful must be light, strong, cheap, and noiseless. The ELLWOOD brake is light, cheap, strong, noiseless, pretty, and

PRICE, ONLY $3.00.

WEIGHT, 4 OZ.

AUTOMATIC,

absolutely automatic. Quick in action, weighs 4 ounces, costs $3. Beautifully nickeled and handsome in appearance. Small in size and adds 100 per cent to the appearance of any wheel. Will fit all makes of wheels. Adds to the salability of all bicycles. No wheel is complete without it.

WESTINGHOUSE

did for the railroad train what we have done for the bicycle. Thousands riders are sounding its praises daily.

TIRES.

No wear on the tires; no foot needed to operate it; no rattling on the chain; no unsightly handle on the bars; no wires and gum sticking in the way: no noticeable increase in weight.

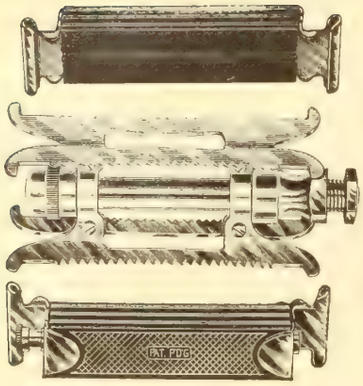
THE ELLWOOD CYCLE MFG. CO.,

PITTSBURG, PA.

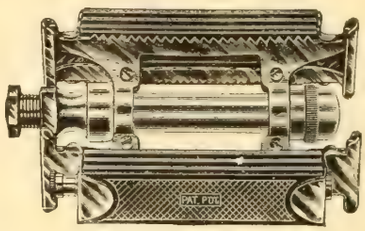
MANUFACTURERS,

do you want to increase the sale of your wheels? Dealers, do you want to make money? Riders, do you want the finest and grandest improvement ever put upon the bicycle? Agents wanted everywhere in the United States and Canada. Samples sent on receipt of price. Remit by P. O. money order, draft, or stamps.

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PEDALS



A COMPLETE COMBINATION.

You want the best. We have them. Specify the INDIANA PEDAL, weight 12 oz. per pair. Every dealer in America can obtain them if orders are placed **at once,** from

CHICAGO—ROGER B. McMULLEN & CO.—NEW YORK

Mention The Bearings

SIMONDS BALLS

—ARE—

"The Best in the World."

SIMONDS ROLLING MACHINE CO.,

G. W. WEYMOUTH, Gen'l Manager. FITCHBURG, MASS., U. S. A.

Mention The Bearings



The Chain Lubricant

Keeps the chain bright as well as lubricated.
One dozen handsome tin tubes in showcase display box.

Price 25 cents.

Sample Free to Dealers. ***Liberal Discount to the Trade.***

Allerton Lubricant Company,

710 Old Colony Building, CHICAGO.

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ARROW Bicycles... Lead the World

Weight as low as you will want—20 to 22 lbs.
Frame as high as you can go.
Tread as narrow as you will want—5 1-4 in. actual.
Territory as far as you can go—some taken.
Catalogues, discounts, and other information on application.

CENTURY CYCLE MFG. CO., = = Shelbyville, Ind., U. S. A.

H. T. Conde Implement Co., Indianapolis, Ind., State Agent.

Mention The Bearings

Kozy

Baby Seat and Luggage Carrier

Light, Safe, Comfortable.

Price, $2.50.

To try it means to buy it.
Dealers, write for discounts.



GEO. HILSENDEGEN, Manufacturer, Detroit, Mich.

Mention The Bearings

Fort Sheridan Restaurant

Village of Fort Sheridan (Opposite Highwood Depot), Ill.

WHEELMEN'S HEADQUARTERS AND REGISTER

A Square Meal, 25c., and Satisfaction Guaranteed

JOHN HILL, Proprietor.



I HAD MY SUIT MADE BY THE FAMOUS

STRUGNELL,

CYCLISTS' OUTFITTER

.....FOR LADIES AND GENTLEMEN.....

Send Stamp for Catalogue.

310 BROADWAY, NEW YORK.
NEAR DUANE ST. (UPSTAIRS.)

Mention The Bearings



All Bicycle Riders need a good, effective, and Powerful

PUMP

FOR USE AT HOME.

This is the BEST, LIGHTEST, AND MOST EFFICIENT PUMP MADE.

The universal fastening fits any of the best known valves. Union and nipple connection furnished when preferred. **Price $2.00, express paid.**

W. S. FRAZIER & CO.,

Mention The Bearings AURORA, ILL.

SADDLE AND TOOL BAG LEATHER

In Black, Russet, and Colors.

The Marathon brand of leather is used by the leading manufacturers in the world.

Marathon

Write us for prices and samples.

JOHN DUNPHY & SONS,

Tanners and Manufacturers,

29 Ferry St., New York. ... Factory, Marathon, N. Y.

Mention The Bearings

LADY RIDERS OF THE WHEEL

"Keep Your Skirts Down"

BY USING



Hopp's Bicycle Skirt Holder.

25 cents per pair, postpaid.

Stamps not taken.

We also manufacture a full line of

Gents' Bicycle Hose Supporters,

and **The Davis Suspensory.**

Dealers write for prices.

FEE, HOPP & CO., SUCCESSORS TO

The Braddock Hose Supporter Co., 358-366 Dearborn St., CHICAGO.

T. W. VAN TUYL, Petrolea, Ontario,
Sole Agent for Canada.

Mention The Bearings

Wood Rim Cement

Per Gallon, $1.50.

SPECIAL TO MANUFACTURERS.

Write for sample—put up to order. Guaranteed.

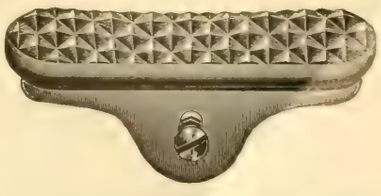
Half-pints. Pints. Quarts.

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REDUCTION IN PRICE!

THE CURTIS ADJUSTABLE

PEDAL RUBBER



Thousands of them sold already. One of the nicest things ever invented.

$1.00 PER SET OF FOUR.

With screws to hold them on. Sent post paid on receipt of price
Will fit any rat-trap pedal with straight plate.

The Reed & Curtis Machine Screw Co., Worcester, Mass.

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DID IT EVER STRIKE YOU

THAT IF YOU COULD BUY A



First-Class Floor Pump for 75c.

you would invest? Here is your opportunity of a lifetime. No such value ever before offered. Only a few left.

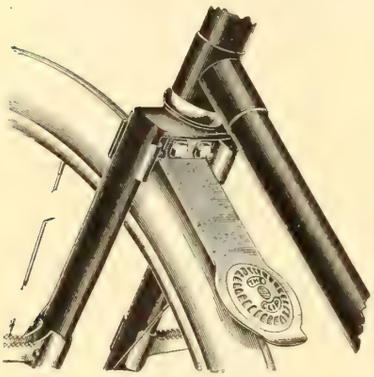
We also manufacture Tire Clips, Detachable Lamp Brackets, Repair Outfits, Pedals, Wood Rims, all kinds Cements and Cycle Sundries. We quote you lowest prices.

DODSON MFG. CO.

233 E. RANDOLPH ST. - - - - - - CHICAGO, ILL.

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FOOT BRAKES



THE "CLIP."

We are headquarters for

Brakes and Cycle Fittings Generally

Write for 28-page catalogue, To introduce our foot brakes we will mail samples upon receipt of price.

The "CLIP," price, each, - $1.50

The "CHATHAM," price, each, .75

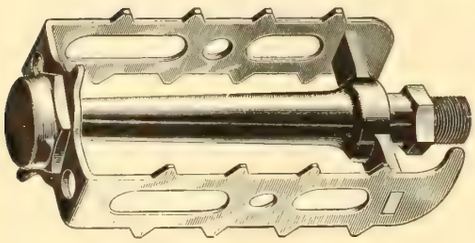
BEVIN BROS. MFG. CO.

EAST HAMPTON, CONN

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SOMETHING NEW

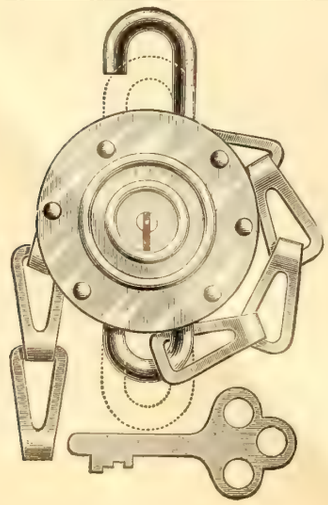
And what every Cycle Maker wants.



A PEDAL THAT IS REALLY AN INNOVATION WITHOUT BEING A FREAK.

SPAULDING MACHINE SCREW CO., Buffalo, N. Y.

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THE

SMITH & EGGE MFG. CO.

BRIDGEPORT, CONN.

Manufacturers of the

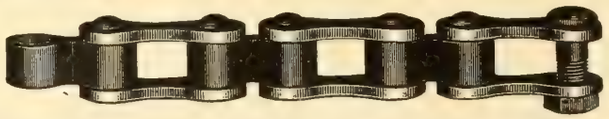
Self-Locking Cycle Lock

Weighs less than two ounces. Very strong, and practically unpickable. Nicely nickeled. Ask your dealer for them or send us 50 cents for sample.

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The manufacture of **CYCLE CHAINS** is not a **side issue** with us. **It is our sole business** and that is why ours are

The Standard Chains of America.



We have the ONLY PRACTICAL HARDENED RIVET MADE. It will pay you to investigate it.

Indianapolis Chain & Stamping Co., Largest Factory in the World....

First in America. 126-128-130 W. Maryland St., INDIANAPOLIS, IND.

ROGER B. McMULLEN & CO.,

139 Lake St., Chicago, and 309 Broadway, New York City, GENERAL U. S. SALES AGENTS.

J. S. LENG'S SON & CO., 4 Fletcher St., New York City, New York Depot.

New England Depot. ELASTIC TIP CO., 370 Atlantic Ave., Boston, Mass.

MENTION THE BEARINGS

THE BUFFALO TROUSER GUARD.

The Best, Lightest, and Most Practical.



MADE OF THE

Best Tempered Spring Steel.

Will not bind on the ankle or rust trousers.

Send for sample pair by mail, 10 cents. Write for discount. Sold by all dealers in bicycles and sundries.



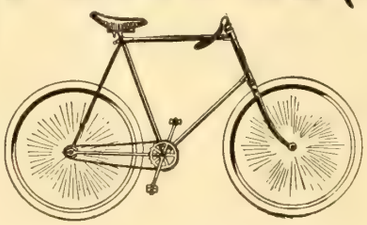
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BUFFALO TROUSER GUARD CO., Buffalo, N. Y.

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FEATURES OF A FOX



Bicycle make them stand out among a thousand. Not as a freak, but as the embodiment of good design, careful study, and select materials. The Fox is the most rigid in the two points where so many fail—the front fork and the crank hanger. The Fox fork is made of one piece of tubing with tubular reinforcement, crowned with a drop forging. Seat-post tube tapers from large oval at the bottom to round at the top, and makes

THE STRONGEST MACHINE ON THE MARKET

BEAUTIFUL LINES. HIGH GRADE. $100.

THE FOX MACHINE CO.,

240 N. FRONT ST., - - - GRAND RAPIDS, MICH.

Mention The Bearings

HEATH PUMPS....



Have you ever used one with a

UNIVERSAL COUPLING

like this? Fits any valve Always ready. Lasts a lifetime. It is much the best.

30,000 now in use, and still growing.

Jobbers find them well known and quick sellers.

OUR GUARANTEE—All broken parts returned to us will be replaced FREE OF CHARGE.

S. F. HEATH CYCLE CO., Makers,

New England Agents, Elastic Tip Co., Boston.

Minneapolis, Minn.

Mention The Bearings



THE GOLD CRANK

Is not all that has given FALCON BICYCLES
their ENVIABLE REPUTATION

CORRECT DESIGN and HONEST CONSTRUCTION

have won POPULAR FAVOR and placed
them in the FRONT RANK.

Made by

THE YOST MFG. CO., Yost Station, Toledo, Ohio.

Mention The Bearings

EAST 23D STREET

SUITABLE FOR A FIRST-CLASS BICYCLING ESTABLISHMENT

NOS. 209-211-213.

Stores—Display Rooms—Manufacturing—Upper floor for riding hall. Seventy-three feet by half block; modern fire-proof building; large store floor, can be divided; lofts suitable for high-class manufacturing; passenger and freight elevators; electric light; electric power; excellent location. Terms reasonable; long leases if desired. Apply to CASS REALTY CORPORATION, 503 Fifth Avenue, New York City.

Mention The Bearings.

EVERY JOINT IN IT IS A PERFECT ROLLER BEARING WHICH DOES NOT WEAR NEEDS NO OIL and is FRICTIONLESS

THE MORSE



ROLLER JOINT CHAIN.

The PITCH is not only made TRUE but STAYS TRUE.

MANUF'D BY MORSE SPRING CO.
TRUMANSBURG, N.Y.
SEND FOR CIRCULAR.

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tion
The
Bear
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CUTS

WE MAKE THEM,—ALL KINDS, ALL SIZES, ALL PRICES,—BY EVERY KNOWN PROCESS.

WE CAN ILLUSTRATE ANYTHING

SEND FOR SPECIMENS AND PRICES. WRITE US ANYWAY, AND GET POSTED.

BEHRING ENGRAVING CO.
318 DEARBORN ST.
CHICAGO.

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Cycling Weekly West

One Year,
$1
NO MORE.
NO LESS.

Read it and be up with the times.
The most interesting cycling paper of the day.
Send postal for sample copy.

The Cycling West Publishing Co.
DENVER, COLO.

THE "AKRON"
Chain Lubricant.

PRICE TEN CENTS.

Undoubtedly the best lubricant on the market regardless of price. Live dealers will find it to their interest to correspond with us. Samples mailed for 10 cents.

AKRON CHAIN LUBRICANT CO., Akron, Ohio.

Mention The Bearings.

WRITE FOR ILLUSTRATED PRICE LIST.

H.-S. RUBBER MUD GUARDS (PATENTED).
H.-S. CHAIN GRAPHITE.
H.-S. BICYCLE OIL.
H.-S. RUBBER CEMENT.
H.-S. WOOD RIM CEMENT.
CYCLE ENAMEL.
SADDLE PADS.
PUMPS
SUSPENSORY BANDAGES.
SKIRT HOLDERS.
PATCHING RUBBER.

SEND IN YOUR REORDERS
TO
THE HALL-SHONE CO.
PATENTEES AND MANUFACTURERS.
MUD GUARDS AND
BICYCLE SUNDRIES,
ROCHESTER, N. Y., U. S. A.

DRESS AND TIRE CORD.
CYCLOMETERS.
TOE CLIPS.
PANT GUARDS.
LOCKS.
BELLS.
WHISTLES.
POCKET OILERS.
BICYCLE CAPS.
LAMP BRACKETS.
WRENCHES.

PROMPT ATTENTION. RIGHT PRICES.



Takes a picture this size, round, square, or fancy shaped.

The Smallest Camera Made.

Put a KOMBI in Your Pocket when You go on a Run.

The Kombi, complete, **$3.50**

Strip of film (25 exposures), 20 cents extra. Developing film, 15 cents. Printing pictures, 1 cent each.



The size of the Kombi is 1⅝x2 inches. Weight, 4 ounces. All metal, silver bronze finish. Takes 25 pictures at one loading, snap shot or time exposure.



The Kombi in position,. One-fourth size.

EVERY INSTRUMENT GUARANTEED.

If not for sale by the dealer, the Kombi will be sent to any address, postpaid, on receipt of price.

ALFRED C. KEMPER, 208 LAKE STREET, CHICAGO.

BRANCHES:
LONDON—36 Oxford Street, W.
BERLIN—10 Taubenstrasse, W.

MENTION THE BEARINGS

TO DO
First-Class Plating
YOU MUST HAVE GOOD MATERIAL
AND A KNOWLEDGE OF THE BEST METHODS.
CAN OUR EXPERTS BE OF SERVICE TO YOU?
THE HANSON & VAN WINKLE CO.,
CHICAGO NEWARK, N. J. NEW YORK

CLUB PINS AND PRIZE MEDALS CHARMS JEWELS ETC.

Send for Designs and state the events.



JOHN HARRIOTT, 3 Winter St., Boston, Mass.

Mention The Bearings.

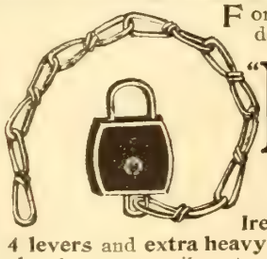
McCREADY'S CORK HANDLE

The VERY BEST in the Market.

BEING on the ground floor in this business, we believe we can offer you better goods for the money than anyone else in it. A, or 1st quality, 50 cents, B, or 2d quality, 40 cents per pair, postpaid. Be sure to give correct size of hole wanted. Special discounts to manufacturers and dealers.

THE R. W. McCREADY CORK CO.,
43, 45, 47 Illinois St., CHICAGO.

MENTION THE BEARINGS



For something you can depend upon, buy the "Irene" LOCK.

Irene Cycle Locks have **4 levers** and **extra heavy steel chain, 15 inches** long, not easily cut nor broken. They are sold at reasonable prices by the leading Cycle houses. Made exclusively by

MILLER LOCK CO.,
Lock Manufacturers, Philadelphia.

WANTED—A large wholesale house in New York City wishes to get exclusive sale on specialties in hardware, sporting goods, and bicycles.
2 Address "Bicycle," care "Bearings."

CALIFORNIA AGENCY.

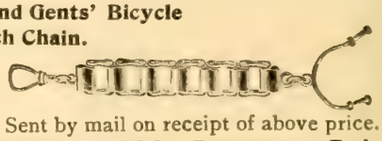
WANTED.—State agency for several grades of bicycles by a thoroughly responsible, competent, and energetic man, who will be prepared to push the trade for the coming Fall, and season of '96 for all there is in it. Will leave for the east in July or August and will be glad to call personally on manufacturers contemplating changes in present or appointment of new agents. Address

F. D. MYERS, 306 Baker St., San Francisco, Cal.

Mention The Bearings

ZIMMERN Ladies' and Gents' Bicycle Fob Watch Chain.

Light, durable, and strong. Gold filled, $1.50 each; rolled plate, $1 each; sterling silver, $1.25 each; cheaper grades, 50 cents each.



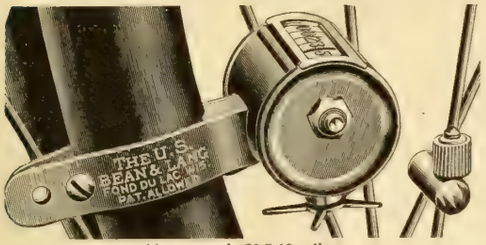
Sent by mail on receipt of above price.

HEALY & CO., PROVIDENCE, R. I.

Mention The Bearings

EDW. OLIVER & CO.,
ELMORE BICYCLES.
Get quotations. 21 PARK ROW, NEW YORK.

U. S. CYCLOMETER.



Above reads 23 5-10 miles.

10,000 Miles. Price $2.25.

Repeats, or may be set back.

1 1-2 OUNCES. 1 INCH LONG.

Made for 24, 26, 28, and 30 inch wheels, and to register kilometers for 28 and 30 inch wheels. Interchangeable to any size by getting extra piece at 25 cents.

We guarantee the U. S. for one year. Should it get out of order mail to us with return postage, and we will repair free of charge.

Reads plainly from saddle. Least liable to injury. Clamps on fork out of the way and safe from accident. All parts non-corrosive. Dust and water can not injure it. Every meter tested at sixty miles per hour and guaranteed accurate.

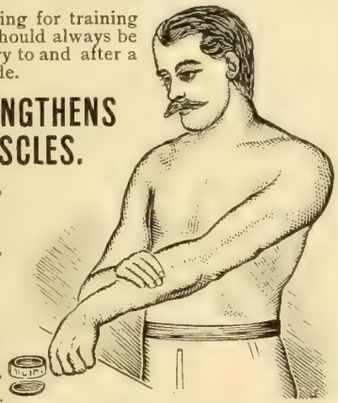
Can now fill orders promptly

BEAN & LANG, Mfrs., Fond du Lac, Wis.

Mention The Bearings.

ANTI-STIFF

Is the proper thing for training purposes, and should always be used preparatory to and after a tour, race, or ride.



IT STRENGTHENS THE MUSCLES.

Cyclists, athletes, oarsmen, swimmers, sportsmen, golf and ball players, or in any case where the muscles are exerted, use

ANTI-STIFF

E. Fougera & Co.
30 N. William St.
New York City.

Mention The Bearings.



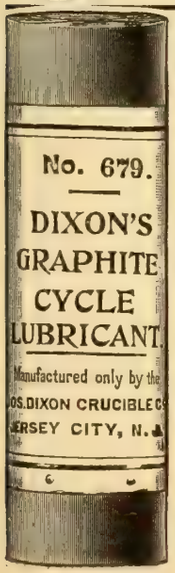
EVERY RIDER NEEDS A

Chicago Grip

to tighten loose spokes and true up his wheel.

PRICE 75 CENTS. From all Dealers or sent postpaid by

AVERY & JENNESS,
6245 Oglesby Ave., Chicago.



SAMPLE FREE

To dealers who send business card.

Wheelmen who can not obtain it from their dealers will never regret sending 15 cents for sample.

There is no article in the market equal to it.

Jos. Dixon Crucible Co.,
Jersey City, N. J.

Mention The Bearings

FOR SALE, WANTED, TO EXCHANGE.

Advertisements under this head, 3 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

WANTED—Superintendent for new bicycle factory; give references. Address PORTER, care "Bearings."

WANTED—A thorough mechanic, competent to take the entire charge of a bicycle factory; to begin at once. State recommendations and references. Address Box 472, Canton, Ohio. 1

FOR SALE OR PARTNER WANTED.—Best located bicycle shop and store on West Side; at least $1,000 required. Address O. A. C., care "Bearings."

WANTED.—Thoroughly competent man; repairs, assembling, etc.; steady employment for right party. THE GILBERT & CHESTER CO., Elizabeth, N. J.

DON'T WEAR

Bloomers



USE PETERSON'S

Bicycle Skirt Holder

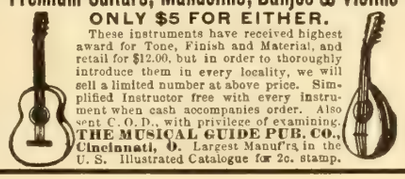
and keep your skirts down.
Invisible, adjustable, and easy to walk in. Sample, by mail, 50c. Dealers, write for prices. Manufactured by

H. S. PETERSON & CO., 112 Clark St., Chicago, Ill.

Mention The Bearings.



Premium Guitars, Mandolins, Banjos & Violins
ONLY $5 FOR EITHER.



These instruments have received highest award for Tone, Finish and Material, and retail for $12.00, but in order to thoroughly introduce them in every locality, we will sell a limited number at above price. Simplified Instructor free with every instrument when cash accompanies order. Also sent C. O. D., with privilege of examining. **THE MUSICAL GUIDE PUB. CO., Cincinnati, O.** Largest Manufrs. in the U. S. Illustrated Catalogue for 2c. stamp.

Cafe Brauer

Formerly Winter's Cafe,
Cor. State and Van Buren Sts.

Has Reopened at 231 State St.

Near Jackson St.

....BICYCLE CLUB....

Badges, Buttons, Pins

See our Novelty Lapel Button.

Send 10 cents for sample. We can furnish special club badge at very low price. Also Campaign Buttons, "Free Silver," "Sound Money," etc. Agents wanted.

THOMAS M. GOODWIN, Manufacturer Novelties,
Mention The Bearings 175 Plum St., Cincinnati, O.

ILLINOIS CENTRAL I.C. R.R. ROUTE.

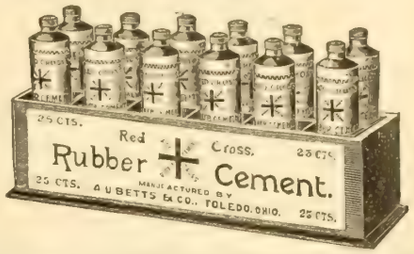
CHICAGO TO ST. LOUIS

THE DIAMOND SPECIAL

SOLID VESTIBULE TRAIN.

Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing A. H HANSON, G. P. A. Ill. Cent. R. R. Chicago, Ill.

Red Cross Rubber Cement



THE BEST CEMENT IN THE WORLD for repairing pneumatic tires. For sale by all first-class dealers throughout the world. It has no equal. These tubes are put up in neat and attractive cases, containing one dozen tubes each. None genuine unless it bears our trademark, Red Cross.

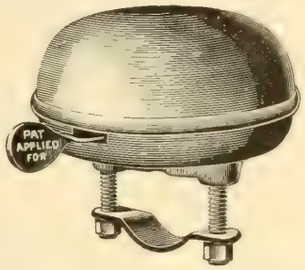
Send for catalogue and Red Cross Specialties.

MANUFACTURED BY

Arlington U. Betts & Co., Toledo, Ohio.

Mention The Bearings

CHEAPEST, LIGHTEST, and BEST



Bells

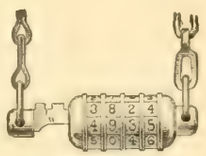
in the world.

13 Styles.

Send for Illustrated Circular.

N. N. Hill Brass Co., East Hampton, Conn.

SHEPARDSON'S COMBINATION BICYCLE LOCK



Price 50 cents, postpaid.

Liberal discount to dealers.

H. S. SHEPARDSON & CO., Shelburne Falls, Mass.

Mention The Bearings



Pat. 1894

Wire-Bound Wood Rims

are the only reliable Road Rims made they can not split or break; make a perfect riding bicycle. **S. N. Brown & Co.** DAYTON, O.

Mention The Bearings.

MANUFACTURERS, ATTENTION!

Ball heads complete, double plate or profiled crowns; cones to order, etc. In order to clear stock for '96 we will quote very low figures on Bown pattern cones, nut and "D" washer for 1⅛ in. tubing.

Correspondence solicited.

THE GILBERT & CHESTER CO., Elizabeth, N. J.

A Practical Binder at Last.

Will hold a volume. Any number can be taken out of file without removing other than the one wanted, and not being held by mere pressure, papers can not fall out.

The Bearings, holds 26 Nos.	$1 00
L. A. W. Bulletin, holds 26 Nos.	90
The Wheel, holds 26 No	1 00
The Referee, holds 26 N.s.	1 00
American Wheelman, holds 26 Nos	1 00
Cycling Life, holds 26 Nos.	90
Bicycling World, holds 26 Nos.	90

On orders of $10.00 or over, 10 per cent discount. Cash with order.

THE BEARINGS PUBLISHING CO.,
48 Van Buren St., CHICAGO.

===FOUR===

Subjects of Thought for Independence Day.

Gettysburg, Vicksburg,

Declaration of Independence, and

'95 Meteors. Best in the World.

WRITE FOR CATALOGUE.

Meteor Cycle Co., 345 Wabash Ave., Chicago.

Mention The Bearings

The Greatest Improvement Since the Introduction of Wood Rims.

Beautiful in Appearance.

Light in Weight.

9 ounces per Set.

Durable in Use.



Cheap in Price.

You want them.

Your wheel will be 2 lbs. lighter and handsomer.

Mention The Bearings

IF YOU WANT TO RIDE COMFORTABLY, SPECIFY THAT YOUR SADDLE SEAT IS TO BE MADE OF

MOONEY PURE OAK LEATHER

MESSRS. W. W. MOONEY & SONS, Columbus, Ind.

Gentlemen: Replying to your inquiry as to my opinion of the saddle top made from the MOONEY LEATHER, it is with pleasure I advise you of the very satisfactory manner in which it has stood the test to which I have subjected it.

It has now been in constant use for several months and it is as perfect in shape as when I first put it on the wheel, and instead of becoming somewhat soiled, as fair saddles usually do, it has acquired a very fine polish from use and still retains its bright, clean appearance. What I consider the main charm of the saddle, however, is the sense of comfort it imparts to the rider from the springy stretch of the leather, allowing the saddle to conform to every movement, and absorbing all jar and vibration from the machine.

I think your leather is admirably adapted for bicycle saddles.

Yours very truly, HORACE M. FERRIS.

W. W. MOONEY & SONS, OFFICE AND FACTORY. COLUMBUS, IND.

Tanners and Curriers of the best PURE OAK LEATHER, because they have had over fifty years' experience.

Mention The Bearings

PRINTED AND BOUND BY W. F. HALL PRINTING CO., PLYMOUTH PLACE, CHICAGO, ILL.



MARION WOOD RIMS

This is the Wheel==

The H. T. Scorcher

Fred Nessel broke the World's Record in the Chicago Road Race and won the First Time Prize.

Send for a Catalogue and Price List.

LIST OF AGENTS:

RALPH TEMPLE CYCLE CO., 2208 Michigan Ave., Chicago, Ill.—Agents for Illinois, Iowa, North and South Dakota, Minn., Wis., Wyoming.
GEO. WORTHINGTON CO., Cleveland, Ohio—Michigan, Eastern Ohio, Western New York, Pennsylvania excepting Philadelphia.
BURTIS & ZIMMERMAN, Asbury Park and Freehold, N. J.—New Jersey.
PORTER & GILMOUR, 1773 Broadway and 16 Warren St., New York—New York City.
MORGAN & BEACH, Ft. Wayne, Ind.—N. E. Cor. of Indiana and adjoining counties in Ohio and Michigan.
O. S. POTTER, care of H. P. Gregory & Co , San Francisco—California.
A. L. DEANE & CO , 1116 Farnam St., Omaha, Neb.—Nebraska.
DENHARD M'F'G. CO., Louisville, Ky.—Kentucky.
A. L. DEANE & CO., 1724 Lawrence St., Denver, Colo.—Colorado.
ALADDIN CYCLE CO., 605 Delaware St., Kansas City, Mo.—Kansas.

IMMEDIATE DELIVERIES.



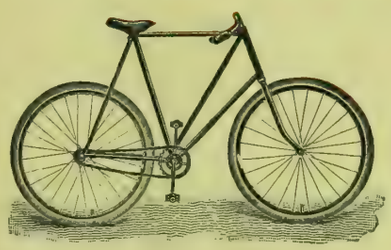
MARION WOOD RIMS

Marion Cycle Co.

Marion, Ind.

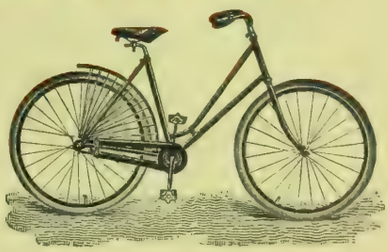
Mention The Bearings

"The Winton is a Winner."



A LETTER

ABOUT THE DENVER ROAD RACE:



WINTON BICYCLE CO., Cleveland, Ohio. DENVER, COLO., June 3, 1895.

GENTLEMEN: The first pair of handle-bars shipped got here in time for the race. Our 16-lb. wheel was the only light wheel that finished, fully demonstrating the strength and superiority of the Winton bicycle. Yours truly, CRISP & REISKY.

HANDSOME CATALOGUE, GRATIS.

THE WINTON BICYCLE CO., = = 108 Perkins Ave., Cleveland, Ohio.

R. T. RAINES, 24 Forty-third Street, Chicago, Agent for Chicago and Cook County.
STUDLEY & BARCLAY, Grand Rapids, Mich., Agents for Michigan.
THE WYETH HARDWARE & MFG. CO., St. Joseph, Mo., General Western Agents.
R. D. CONE CO., Winona, Minn., Northwest Representatives.
COBB & ARCHER, 96 Center Street, New York Agents.

MENTION THE BEARINGS

Quality a Certainty in a Kenwood.

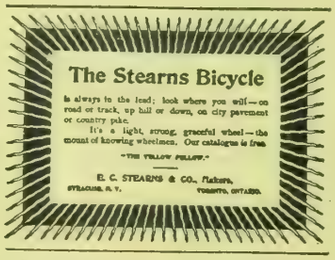
Kenwood Bicycle Mfg. Co.,
253-255 S. Canal St., Chicago.

KENWOOD AGENTS:
Euclid Bicycle Co., Cleveland, Ohio;
J. H. Fall & Co., Nashville, Tenn.

"Printers' Ink" says this is a good advertisement.

Reproduced from "Scribner's Magazine" in June 19 issue of "Printers' Ink."

ADVERTISING IN GENERAL.



I am reproducing this advertisement of the Stearns Bicycle principally because of the very striking and attractive border. It is one of the best things of the kind that has appeared this year. It is being used in the magazines and stops the casual reader by its boldness and simplicity. I suppose that the first thought that comes to every advertiser or advertisement constructor who sees it is the wish that he might have thought of it himself.

***

But Stearns Bicycles are their own best advertisement.

E. C. STEARNS & CO., Makers, Syracuse, N. Y.; Toronto, Ont.

THORSEN & CASSADY CO., Agents, 141-143 Wabash Ave., Chicago, Ill.

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XI

No. 24

CHICAGO, JULY 11, 1895.

CHAIRMAN GIDEON TALKS.

The Mogul of the Racing World Tells all About the Recent Turn-over Among the Racing Men—The L. A. W. Controls Professional Racing—The Judas who Gave the Information.

PHILADELPHIA, PA., July 6.—A representative of THE BEARINGS today called on Chairman Gideon, whose recent decisions in regard to the L. A. W. and professional racing have created so much excitement. Mr. Gideon was found in his office, and in an amiable and talkative mood.

"What is there new in the racing situation?" asked the newspaper man.

"There is nothing new," said Mr. Gideon. "I have no new candidates for the professional class under investigation."

"How did you come to take the stand in regard to the professional question that you have taken? Is it not one of the principles of the League not to have anything to do with professionals?"

"Such has been the custom in the past, but there is nothing in the League constitution that says that the League shall not control professional racing, any more than it says that it shall not control amateur racing. As a matter of fact it does say that

"The League Shall Control all Track Racing.

It seems strange, but up to the present time but few of the papers seem to have become aware of the fact that the League has assumed entire charge of professional racing and that it will not tolerate any interference with such racing by any one else."

"Isn't it rather unkind of you to take up professional racing just at the time when others were getting ready to make themselves rich out of it?"

"Well, it did rather interfere with the plans of some of those who thought that they had found a new field for usefulness, but the League has nothing to do with the financial affairs of others and is in business, among other things, to take care of racing, and, in my estimation, professional racing is just as important a part of racing as the amateur game."

"How about Sanger and Sims, and Johnson and Eck?"

Gideon Lenient.

"In the cases of Johnson and Eck I did not act on evidence acquired this year of offenses committed last season, as is usually thought. In the case of Johnson, he was expelled for selling a bicycle that he had won this year. The bicycle was sold in St. Louis. In Eck's case the offense was an exaggerated one, and I consider that I have been very lenient with him. You know that the rules provide that a man suspended from the track may be not only kept off tracks where races are being held under L. A. W. sanction, but also applies to men whom he may train. If I enforced the letter of the law against Eck he would have to give up his vocation entirely for a year. As it is, he is allowed to travel around the country with Johnson, is allowed to train him, and suffers only in being kept off the tracks during the racing. If his offense is repeated I will be more severe."

How Sims Escaped.

"In the cases of Sanger and Sims, the information of their misdeeds was brought to me in a way that I could not overlook, and I was obliged to investigate. Sanger did not attempt a defense, and it was well that he did not, for the evidence against him was conclusive. Sims was fortunate. He was to receive a third prize from Sanger for pacing, and Sanger got the check from the Boston Press Cycling Club, and in Philadelphia turned it over to Sims. The latter took the check and had it in his possession for a little while, but he sent it back to the club and asked them to buy him a prize with it. I think that Asa Windle made him send it back. Asa is sharp. The fact that Sims had the check in his possession for a little while was not evidence against him. There was not a scratch of the pen by Sims on the check."

The Boston Press Club Being Investigated.

"How about the other men who competed at the Press Club meet? I suppose you know that there are rumors afloat that all the men who competed at that tournament received checks in lieu of their prizes."

"Yes, I know of the rumors and I am investigating the matter. The Press Club is being investigated thoroughly. I have called on it for everything in the way of evidence concerning its meet, including the stubs in its check book. The officers of the club lay all the blame for the present muddle on their race committee.

"The matter is now in the hands of Robinson, the New England member of the Racing Board."

Having thus unburdened himself the chairman complimented the other members of the Racing Board on the excellent work that they are doing and the assistance that they are giving him in his task of looking after the racing interests of the country.

The Name of Sanger's Judas.

The man who furnished the information to Chairman Gideon about Sanger and Sims, and who has been so roundly scored by the newspapers throughout the country without being mentioned by name, is a newspaper man working on the Philadelphia *Inquirer*, and carries the name of George Hynes. The racing men are incensed over the affair, and threaten to tar and feather the man. His information was gotten while he was engaged in a friendly game of dice with the riders. He was doubtless in possession of information in regard to other of the men, but he was heard to say that he was acting under orders, and that his orders did not include any men but those whom he had informed on.

Four New Professionals.

Bunnell, the local advocate of professionalism, is happy over the fact that he has secured four new additions to the professional ranks. The new pros are not Class B men of prominence, but are recruits from Class A, and "Bunny" says that he values them more than he would a like number of makers' amateurs. Next Monday evening these men will make their debut as dollar chasers at the Tioga track.

The meet at Riverton this afternoon, postponed from July 4, brought out nothing remarkable in the way of racing. The races were all for Class A men and the talent was all local. Carroll Jack made the best showing of the day. He promises to be in the first rank of Class A men before long.

QUAKERS SAIL FOR EUROPE.

PHILADELPHIA, PA., July 7.—Twenty-three members of the Century Wheelmen, under Capt. A. H. Allen, sailed from this city yesterday on the American line steamship "Southwark" for Europe, where they intend to tour awheel. The party will remain abroad until the middle of September, and during that time will visit Ireland, England, France, and Germany. The only means of travel to be used on land are bicycles, railroads being barred. Over 2,000 miles will be covered, and the trip promises much for the participants.

The party will not return home together, as several intend spending a few weeks in Paris and will await the arrival of other Century Wheelmen who will cross the Atlantic later on. The party sailing yesterday included Capt. A. H. Allen, W. W. Taxis, L. V. Leach, W. W. Matos, Milton Keim, Milton Keim, Jr., Hawly Uhler, George A. Bilyeu, George H. Busby, J. W. Foster, Harvey T. Weber, A. D. Lauer, John Middleton, John George, Thomas P. Stull, Joseph Huston, John Logan, Charles Logan, R. L. Binder, H. J. Bougher, E. H. Morrison, L. S. Kneedler, and George Sinnamon.

The stay-at-home members chartered the steamer "Havana" and followed the "Southwark" down the bay, giving their club mates a hearty good-by.

Chicago Road Races.

Three road races were held in Evanston on the Fourth. The North End race had nine starters, and was won by Fred Kappelman from the 1:30 mark; Burr Jenks, scratch, was second. The Monarch C. C.'s sealed handicap was won by James McCulla, but he was disqualified for accepting pace, and the race given to C. H. Hildebrand. The Sheridan road race was won by George Weiland from the eight-minute mark; McCulla won time in 21:53.

Winder Reaches Chicago.

T. W. Winder, who is trying to ride around the border of the United States in 300 days, reached Chicago last Sunday. He has yet to ride 12,000 miles, having been on the road since March 14. He rides an Eclipse fitted with M. & W. tires.



ASBURY PARK, N. J., July 7.—It is the eve of what promises to be the grandest League meet ever held. Today the weather has been on its good behavior and the wind from the south brings with it all the promises possible of a warm week. Nobody can bathe in the ocean after 10 o'clock Sunday mornings, and the strongest beverage obtainable away from a hotel table is spring water. This being the case, those of the cyclists who did not go out of town on pleasure runs resorted to the board walk and filled up on spring water.

The Weather has Been Glorious

all day, and many new arrivals have been recorded. The hotels are fast filling up, and by tomorrow night Asbury will be a city of wheelmen.

Many Philadelphia clubs got in this afternoon, coming on wheels. A number of New Yorkers also arrived, having made the trip from Atlantic Highlands by wheel. The captain of the Quill Club Wheelmen piloted a party numbering about twenty down from the Highlands. The roads were excellent, and everybody enjoyed the run immensely. In the Quaker City parties there were fully 200, and the captains of the clubs reported a very enjoyable trip. There were no accidents to mar the tour.

Capt. "Joe" Estoclet headed the Quaker City Wheelmen delegation, Capt. C. A. Dimon led the South End Wheelmen, and Capt. H. A. Cain piloted the Time Wheelmen into town. A delegation from the Columbia Cyclers, conducted by Joseph Fitzgerald, reached Asbury Avenue about 4 o'clock. They rode four abreast, and

Cut a Wide Swath.

"Pop" Brewster, whom everybody knows, also arrived from Philadelphia. He is an ex-treasurer of the League and at present chairman of the transportation committee. Zimmy was the center of observation during the day; he was continually surrounded by the ladies at the Ocean Hotel and found it hard work to get away for a short run on the track at the athletic grounds. The "Skeeter" is looking well and riding in good form, considering the amount of training he has done up to date. He says the track at the athletic grounds is very fast.

Much speculation has been indulged in of late by the racing men regarding this track. It has been the general opinion that it would not be what the Asbury folks had promised, but those who have ridden on it

Pronounce it a Fine Course.

Everything is not yet in readiness for the race meet. The stands are not fully completed, but the management promises that everything will be in apple-pie order by Wednesday evening. Wheel racks are being built for 3,000 bicycles, and ample accommodation will be found for those who go to the races on bicycles. Tomorrow will be given over to the reception of guests, it being expected that several thousand will arrive during the day

The pretty clubhouse of the Asbury Park Wheelmen was thronged all day with cyclists from every section of the east. The officials of the club received the visitors very graciously, and everybody was made to feel at home. Various New York daily papers have erected gorgeous tents on Cookman Avenue, where each vies with the other in its attempts

To Make Visitors Happy.

The Monarch Cycle Co, have hired the cottage directly opposite the Ocean Hotel in the triangular square, in which they will establish headquarters for the meet. It is understood that their decorations will embrace all the novelties possible to obtain through the use of electricity, gay bunting, gold lions, and colored lights. L. M. Richardson will be in charge. Both he and his family will sleep there, as will most of the attaches of the establishment who are here. The G. & J. people are preparing to open a reception room in one of the parlors at the Ocean House, where entertainment and souvenir buttons will be as easily obtainable as snow in a blizzard. The Overman Wheel Co., M. & W., Pope Mfg. Co., and several other concerns also

Promise to Open Official Headquarters

in the different hotels where they are stopping.

Tonight a mist is rising from the ocean and gently settling over everything in sight; it is so heavy that many strangers mistake it for rain. The Denver Wheel Club delegation will come in tomorrow. They will be met by a band of music and a huge turnout of people.

F. L. Parnham, a member of the Massachusetts Bicycle Club, was arrested this morning for riding a wheel through the streets of Ocean Grove, which is said to be a camp meeting town. Parnham was released after a few ministerial admonitions regarding the breaking of the Sabbath

MONDAY.

ASBURY PARK, N. J., July 8.—From present indications this is bound to be the greatest meet ever held by the L. A. W. Heavy skies, with an occasional fall of fine mist, have prevailed for the greater part of today, yet there have been no signs of a let-up in the number of arrivals. Different persons place various estimates on the number of wheelmen who are in town tonight, no one going under 3,000, of whom fully 2,500 came in either yesterday or today. The entire day was given over to the reception and locating of the visitors, who, without a single exception, state this to be the best handled meet of any in their recollection.

At 2:25 this afternoon the Denver crowd on a special car arrived. The outside of their car was decorated with a huge banner telling of their identity, and when the train had come to a standstill three rousing cheers were given by the crowd of

Fully 5,000 Men and Women Who Were Awaiting Them.

It did not take the Denverites an instant to reply to this reception in true western style, after which such a hustle out of the cars as was indulged in by the travel stained cyclists is seldom seen in the east. Once safely on the platform the Colorado delegation, seventy-six strong, gave vent to their feelings with an uproarious club cry that puts the Riverside Wheelmen's well-known kuklux lingo to shame. Of the seventy Denverites twelve were ladies, who had come accompanied by either their husbands, fathers, or brothers. During all this ovation the band which the Asbury Park Wheelmen had on hand was playing as it never played before and this, added to the cheers, yells of salutation, and general hubbub, created an impression such as Dante only could have had when he conceived his idea of the inferno. After the excitement had abated somewhat, the newcomers mounted their wheels and rode away toward the West End Hotel, where they have established headquarters.

Delegations from ten to fifty strong came in on every train before and after the

Arrival of the Men from the Mighty West,

each party being received in the customary Asbury Park style, and made at once to feel at home. The various delegations are stopping at different hotels all over the city, each hostelry being profusely decorated with the club colors of whatever people are stopping there. When the Riverside Wheelmen struck the town with their boisterous crowd, pandemonium again seemed to have broken loose, and now between the booming of the Denver people and the R. W. "whooper-uppers," this ordinarily quiet summer resort is turned literally inside out. Massachusetts is well represented, the clubs from that state so far being the Boston Press Cycling Club, thirty strong; Massachusetts Bicycle Club, Cambridgeport Bicycle Club, Dedham Cycle Club, Malden Bicycle Club, Eagle Cycle Club, Springfield Bicycle Club Metropolitan Wheelmen, and the Waltham Cycle Club. In the Boston party are such warm members as "Charley" Percival, George L. Sullivan, J. C. Kerrison, H. E. Walker, "Andy" McGarrett, W. Delmuth, and a veritable raft of others.

The L. A. W. Membership Roll is Increasing

at the rate of about two per minute, headquarters for this work having been established at the Asbury Park Wheelmen's pretty clubhouse on Bangs Avenue. One of the features of the meet is Miss Kittie Knox, a pretty young colored girl, who came to town with the Boston delegation. She is the young lady who won first prize at Waltham recently in the cycling costume contest held there. Her attire here is the same as was worn by her there and consists of a regulation League gray cloth trimmed with black braid. Her suit is a bloomer affair. Miss Knox has been a League member for several years and holds her L. A. W. ticket yet. Threats have been made by several persons who are opposed to the lady's color, regarding a blow-up which is in store for Secretary Abbot Bassett as soon as the genial "Pop" arrives. It was thought that the color question had been permanently dis-

posed of, but clouds seem to be arising off in the distance, and a repetition of the discussion regarding negroes seems imminent.

TUESDAY.

ASBURY PARK, July 9.—As a temperance town Asbury Park is a failure, if the week of the meet is a fair sample. It seems as if every visitor who is fond of his nip, thinking that unless he provided himself with "the necessities of life" he was liable to die of thirst, brought a supply sufficient for himself and all his friends. As a result there is liquor of all kinds at every turn, and one's friends invite him to have a drop as if conferring an eternal favor. Among the other attractions provided free to League members is free access to the bathing houses. The privilege is being enjoyed to the utmost, and sunburned faces are the rule rather than the exception. The antics of the wheelmen who are taking their first plunge in the surf are ludicrous in the extreme. Some will venture boldly in, only to be caught up by some huge and unfeeling breaker, and rolled like the pebbles of the shore back and forth until they are bruised and sore. Others take to the ocean as if they had lived on its shore all their lives.

This Morning was Devoted to Runs

to various parts of the neighborhood. One run was to Long Branch, seven miles, under the direction of J. N. Conway; another was to Spring Lake, under the leadership of H. B. Martin, while the world-famous Zimmerman led a party to the scenes of his childhood at Manasquan.

In the afternoon the usual parade was held. The parade was not as great a success as might have been expected from the number of wheelmen in the town. There were prizes offered for the club making the best appearance, and for the one having the greatest number in line. The Denver Wheel Club won both the prizes, having fifty-four riders in line, all attired in bicycle costumes of white duck. The men wore knickerbockers of the usual cut, and the ladies wore skirts that came to their shoe-tops.

Their Appearance was Very Natty,

and there was no dispute as to their being entitled to the prize, a fact that reflects not a little discredit on some of the older clubs that do not live one-tenth as far away as do the Denver people. There were between 600 and 700 riders in the line of the parade. After the parade a number of tally-hos and other rigs were loaded with division League officials and other prominent attendants at the meet, who enjoyed a clam bake as the guests of the Asbury Park Wheelmen. While the parade and clam bake were in progress there were excursions to sea on the yacht which the local wheelmen have chartered for the use of their guests.

WEDNESDAY.

ASBURY PARK, N. J., July 10.—The run to Long Branch and return this forenoon was easily the most important one of the day, over 150 riders participating. There were several Chicago scorchers in the party and after a few laps at Elkwood Park, near Long Branch, the entire crowd started for Asbury Park on the return trip. Some one started a grind which was increased slowly but surely into a veritable road race, until less than a dozen of the entire party remained. Miss Kittie Knox, the colored girl who has been so discussed, was one of the stayers, and when the Park was finally reached about noon by the survivors, riding at better than a three-minute clip, Miss Knox was less than 200 yards behind. There were several other runs of minor importance, each of which were attended by a good number of wheelmen.

Hops are in Progress Tonight

at all the leading hotels, and many a rehearsed shy smile and ensnaring style on the part of the typical summer maiden has caused a wheelman's heart to beat as it ordinarily would only after a killing pace for a long ride. The girls here say that the cyclists as a rule are timid, although no complaints of this kind have been heard coming from such charmers as may have run against the Class B men.

Dave Shafer reached town unexpectedly today. He says it is true that he and Sanger have been released by Spalding, and adds that it was only after continued requests on his part during the greater part of the entire past month. Shafer says a professional circuit will not be definitely formed this year, the men riding only where the biggest money is offered them. Next year it will be arranged the same as the national circuit is this year. It is said that the Spalding, Sterling, and the Syracuse people are

The Only Ones Who Object to the Professional Move.

It was arranged to give open professional events, and the same were advertised, but the entries were so few, including none of the cracks, that it was decided at the last minute to change the events to handicaps, and O. S. Bunnell was called on to bring his band of pros from Philadelphia. He left for the City of Brotherly Love, and promises to have twenty men here by tomorrow morning.

The racing track is vastly improved since last season, but is hardly an ideal speedway yet. It is a third-mile affair, surfaced with clayed gravel. There is more than the usual amount of distance given to the turns, and for this reason they are not banked as high as most tracks of the same periphery.

The Track is Really too Narrow

for the deciding of events of the importance of those that will be given the next three days. It will not be safe to start with more than six or seven men in an open event. This fact will result in heats, semi-finals, and finals being run in most of the races and will give the racing men a lot of work to do and the spectators who are race mad all the opportunity in the world to have their fill of racing for once.

The semi-finals should make interesting events. The preliminaries will be run each morning at 9 o'clock. The number of entries that has been received is about 1,400 and the number of men entered is in excess of 250. There is present

The Largest Field of Class B Men Seen at a Race Meet

since the inauguration of that class. The professionals will number about twenty-five.

A rumor that bears the stamp of authenticity is afloat to the effect that the Spalding, Syracuse, and Sterling people have come to a private agreement that whatever steps are or are not taken by the board of trade or any one else in regard to establishing a professional circuit, that they will not have anything to do with it, and will immediately cancel the contract of any of their racing men who turns professional, either voluntarily or through stress of circumstances over which he has no control.

Considerable of a sensation has been awakened by the presence of Miss Kittie Knox, the pretty colored girl from Boston. She has been a member of the L. A. W. for a number of years, but this is the first national meet that she has attended. When she made application at League headquarters for the tickets entitling her to the various privileges accorded League members

She was Refused, Although she Presented her League Ticket.

At several places of entertainment she was also refused admission. She, however, joined in several of the runs, and has been doing the best that she could to enjoy herself. Vice-President Geo. A. Perkins says that she must receive all the privileges accorded other League members, or there will be trouble.

Many of the large manufacturers are largely represented and in some cases are giving away souvenirs. The Syracuse Cycle Co. has headquarters at the Coleman House, where it has a supply of crimson buttons bearing the legend "crimson rims." In addition to this it has supplied a number of wheelmen with white duck trousers having a small crimson stripe down the leg and with elegant straw hats adorned with crimson bands. Crimson umbrellas and helmets bearing Syracuse advertisements are also

Conspicuous About Town.

The G. & J. people are located in the Ocean Hotel, League headquarters, where they have two parlors decorated tastefully inside and out. Here they supply visitors with buttons of a bright vermilion, inscribed with G. & J. mottos, and also refresh the inner man with various liquids, mixed and straight. In addition to this they have engaged a tally-ho for the week, and each day make a number of excursions to the surrounding resorts. The Victor people are distributing Japanese fans and eyeglasses, both bearing Victor advertisements. The Columbia people are distributing necktie pins which are small facsimiles of the name plate on the Columbia bicycle. In addition to this they gave away a great number of toy balloons, many of which were carried in the parade yesterday. Orange-colored buttons are seen in profusion, and

Buttons With a Bear on a Bicycle

and the word "Bearings" across them are in great demand. These buttons, as well as badges in facsimile of the heading of their paper, were distributed by the Bearings Publishing Co.

Among the trade people here are: H. A. Lozier, Lindsay Coleman, A. G. Spalding, Joseph McKee, J. C. Bowe, Frank T. Fowler, Joseph L. Yost, Walter Measure, Fred K. Hastings, Ned Hadley, Charles Weaver, Wm. H. Crosby, Frank White, J. W. Murphy, Ed T. Webbe, A. L. Atkins, L. M. Richardson, J. J. Brandenburg, Frank Douglas, Fred Patee, W. C. Brewer, C. R. Dickerson, Howard E. Raymond, P. W. Tillinghast, Wm. Herrick, Charles Schwalbach, W. M. Perrett, George N. Jordan, E. C. Stearns, H. E. Maslin, G. H. Hawkins, F. H. Tuttle, E. C. Bode, Will Hawley, A. O. McGarrett, Wm. Brewster, L. H. Bill, Will Supplee, Frank Richwine, C. F. Guyon, Charles Metz, Henry Goodman, C. J. Iven, Sid Black, N. U. Carpenter, Prince Wells, C. A. Boyle.

Visit to Zim's Home.

Three hundred and twenty-two riders took in the run to "Pop" Zimmerman's home at Manasquan this morning, headed by Arthur Zimmerman and Harry Wheeler. It took an hour to make the trip, the wheelmen being enthusiastically received all along the route. At Zim's home the champion and his father addressed the cyclists and then invited every one to step up and try some eighteen-year-old applejack. Needless to say, the invitation was accepted. The party returned home in time for dinner.

Hansen Tries for a Record.

A. A. Hansen, of Minneapolis, who was to make an attempt on the 100-mile record this afternoon, failed to receive a sanction for the trial and after waiting till 6 o'clock, in hopes of getting the desired permit from Chairman Gideon, decided to make a private trial for the hour and started, paced by a quadruplet crew. He was poorly paced by tandems and quadruplets throughout, and was unable at any time to come near the record. His first five miles were ridden in 11:56⅗, the ten miles in 24:01⅗, fifteen miles in 36:07, twenty miles in 48:05⅛, and twenty-five miles in 1:00:33⅗. He rode 24 miles 1363 yards in the hour.

One year ago the bicycles in Omaha could easily have been placed in a baggage car, but today there are six wheel clubs and about 3,000 wheelmen.

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GEO. K. BARRETT, EDITOR.

THE LEAGUE MEET.

Where are the calamity howlers, so numerous a few weeks ago, who predicted that the Asbury Park meet would be a failure? If you would search the country over you could not find one of those "I told you so's." The League meet of 1895 has far surpassed all expectations, and the lucky ones at present enjoying themselves at Founder Bradley's resort have good cause to shake hands and congratulate each other on having enough confidence in the Asbury Park wheelmen to travel all the way to New Jersey.

The attendance at this meet is very large indeed. On Tuesday it was estimated that there were at least 5,000 visitors at the summer resort, with the prospect of many more coming before the week is over. Every one is having a good time, and all is jollity and good fellowship. The various committees have more than fulfilled their instructions, and have carefully looked after every little detail. It takes lots of good hard work to run a successful League meet, but Asbury Park seems to be more than fortunate in possessing the workers.

The racing this week's end promises to be the most exciting of the year. Whether it will furnish the surprises that Denver did, remains to be seen. Several of the most prominent racing men have been keeping very quiet for the last two weeks, and if something of a startling nature does not occur this week it will surprise us very much.

Here's to the Asbury Park wheelmen! They're jolly good fellows, and fully deserve their success.

THE GLORIOUS FOURTH.

As the years roll by and the great sport of cycling tightens its grip on the affections of the inhabitants of this universe, the glorious Fourth of July becomes more and more the red letter day of the cycling year. On that important occasion every city, town, or hamlet over which Uncle Sam rules feels itself in duty bound to hold some kind of a race meet. This year the record was broken, for nearly 200 sanctions were issued by Chairman Gideon for the Fourth. The weather was magnificent in almost all parts of the country and there were but few meets postponed on account of rain. Every meet averaged an attendance of at least 1,000, while at the Derby of the South Side Cycling Club at Chicago 12,000 people sat for five hours to see 250 racing men contest for prizes. Road races, too, were numerous, but Decoration Day is the day set apart for road contests.

It is to be hoped that the Fourth will continue to grow in popularity, so that in a very few years people will give up all other sports on that day and go to bicycle races.

RECORDS.

The record table grows longer and longer, and before the season ends the poor editor will have to get a larger book if he wishes to keep track of the various times. At the present time there are more than thirty different kinds of records—paced, unpaced, paced by singles, paced by tandems, paced by quads, horse paced, straightaway, on a quarter-mile track, on a third-mile track, on a mile track, professional, Class B, Class A, etc. One could go on almost forever, and then not reach the end of the list.

This multiplicity of records is bewildering, and the Racing Board should do something at once to simplify matters. The great public is wearied of reading daily how Johnny Gofast broke the ten-yard record, flying start, paced by a streak of lightning. It only cares for the best performances. As the public makes cycling, the Racing Board should cater to it. There should be but one kind of records recognized—the fastest times made at any recognized distance, whether professional or amateur, paced or unpaced, or on the road or on the track. When this is done, then the public, racing men, manufacturers, and press will heave a great sigh of relief.

But we fear that this will not happen for some time to come, as the manufacturer, in his greed to advertise his wheel, seizes on the most unimportant record, and shouts from the housetops of the mighty deeds of his racing men.

Detroit wheelmen are forbidden to lean their bicycles against fire hydrants. The cyclists should now petition the council to pass an ordinance prohibiting inebriated individuals from using lamp-posts to support their weary frames.

And still the competition mile record goes down. Johnson has set the new mark at 1:58⅘. In our eyes, however, this is not a real record, as a quad was put in to pace, making it really a ride against time.

We do not hear very much this year about "who will fill Zimmy's shoes." The "Grinder" seems perfectly able to fill his own foot gear.

The stay-at-homes are busily engaged this week in reading of the fine times their brother wheelmen are having at Asbury Park.

Twyman rode 407 miles in twenty-four hours. How insignificant are the figures when compared with the performance of Huret!

The Canadian Wheelmen Association's meet was a Waterloo for more than one aspirant for racing honors.

Johnson should tackle Protin, who claims the professional championship, and give Zim a rest.

Specialist Bald is still winning mile opens with wonderful regularity.

The "new professional" will now take the place of the "new woman."

The C. O. P., of Chicago, was very much in evidence on the Fourth.

Searle has concluded not to go for Huret's record. Wise man!

Will Gardiner do the Ziegler act at this year's League meet?

Sanger is now a free lance, roaming wherever fancy wills.

JOHNSON IS SATISFIED.

SYRACUSE, N. Y., July 7.—John S. Johnson, Eck, O'Connor, Seavey, and Weinig reached Syracuse yesterday. Johnson had a big roll of greenbacks and was as happy as a schoolboy. Said he:

"We have been greeted everywhere with the greatest distinction and favor. Large crowds have turned out to see us ride. Don't you think this is an indication that professionalism is prospering? Oh, my, but now I understand what a lead-pipe cinch Zimmerman had abroad. Racing for money and riding for those fake prizes which promoters are lavishing on the unfortunate Class B men are so vastly different in feeling to the competitor, that there is no comparison. I shout for cash prizes because they are making me rich and if some of the other boys will look the same way they will find a rosy tint on the horizon of professionalism."

Eck was standing near, and from the expression that fixed itself on his countenance while Johnson was talking, T. W. was happy as well as his protege.

"How much did you and Johnson earn during the past few days?" asked the correspondent of Eck.

"Well, I have no hesitancy about replying to that question. As near as I can figure now, Johnson has about $5,000 to lay away for a rainy day. Who said professionalism would not pay? Why, even that Class A boy, A. E. Weinig, of Buffalo, has earned nearly $700 thus far, and he might ride all summer in the amateur ranks before equaling that amount. We are perfectly satisfied with our lot, and Sanger, O'Connor, Tyler, and the others feel the same."

Eck said that Johnny would go for all world's records in the fall, and also that he was pleased that the Racing Board had decided to countenance professional races in connection with the L. A. W. events.

Fooled the Conductor.

One of the rules of the Cleveland (O.) Electric Railway Co. is that no bicycles be carried upon their cars and conductors have very strict orders concerning the same, not being allowed to carry them under any circumstances. Not long ago a couple of Cleveland racing men hit upon a novel plan to beat the company. They wished to take a couple of racing wheels to the Newburg track and not wishing to ride them they took them apart and No. 1 got upon a passing car with the frames and occupied a seat in the back end of the car. At the next crossing No. 2 got on with the wheels and went to the front end of the car. They did not know each other until they reached their destination, when they got off together with a good natured laugh at the expense of the conductor and to the evident amusement of the rest of the passengers.

ENGLISH CHAMPIONSHIPS DECIDED.

Watson Wins the Five and Platt Betts the Twenty-Five—Protin the Professional Champion.

LONDON, June 29.—The attendance at Herne Hill on Saturday, when the second installment of the N. C. U. championships was decided, was comparatively poor, only about 3,000 being present. The Anerley twenty-four at Putney partly accounted both for the reduced gate and the absence of the promised pacing in the five and ten mile events. The five-mile amateur championship was run in five heats, only the first of which was paced by a solitary tandem crew. All the heats were dull affairs until the final sprint, and the times ruled slow. The final found assembled Elijah Scott, A. J. Watson, T. E. Newman, R. A. Marples, and R. Palmer. Scott led at a leisurely pace, toward the end watching Watson under his arm, until on entering the straight

Watson Dashed by and Won by Two Yards,

Newman beating Scott by a foot on the tape. Time, 14:03⅕; last quarter, :29⅗. It was rumored that the failure to attend on the part of the dozen or more riders who had promised to pace was due to trade influence.

The most exciting event of the afternoon was the professional mile championship. There were only six entries, and all except A. C. Edwards started. Barden led, with Harris at his back wheel and Protin on the outside. Lumsden was left at the bell, and Protin, making his effort at the last curve, led down the straight and won by two yards from Harris, who beat Barden by a foot. The Belgian's win was very popular, and he was cordially cheered. Time, 2:42⅕; last quarter, :28⅕.

In the Ten-Mile Open Eleven Unlicensed Riders Started.

H. B. Hoch made a certainty of the lap prize and gave up at nine miles. At eight miles only W. J. Jones, Hoch, J. S. West, J. Green, A. G. Wright, Lambley, and Platt Betts were left in the race, Papenfus and Ridout having fallen and retired, and P. W. Brown and H. B. Howard having given up. At the bell Jones led, but Platt Betts had the pace in the straight for the tape, and won by three yards, Green, Lambley, and Jones finishing within a foot. Time, 26:16⅕.

The events at Putney, where eight unlicensed riders were competing for the Carwardine twenty-four-hour trophy, were briefly described in my last letter up to the fourteenth hour. A. E. Walters then led with 294 miles to his credit, having established new British records from 126 miles. Walters had run himself out in piling up a twelve-hour total of 261 miles 1,094 yards, and shortly retired, his score at half time being 1 mile 919 yards ahead of Hunt's previous best.

Paterson kept ahead until the twenty-first hour. Then he became a wreck and was overtaken by Fontaine, who soon established a big lead, and finished freshly with 474 miles 1,568 yards as his score. By the application of ice to his spine Paterson was revived during the last hour, and recovered over a mile out of the nine he had lost, but his revival came too late. Shorland's record of 460 miles was beaten at 23 hours 14 minutes 55⅕ seconds, but Huret's marvelous total of 515 miles was unapproached. Fontaine rode to schedule, and during the early part of the race lost much ground. The pacing and general arrangements were good. Five thousand witnessed the finish.

The Mile Championship of Scotland

was won at Glasgow on Saturday by John Killacky, while the twenty-five championship fell to J. McLaren. Both events were open alike to A and B class riders.

At Manchester there was a twelve-hour race on the Fallowfield track, in which eighteen men took part. W. Rosser, of Swansea, proved the winner, with a total of 240 miles 1,199 yards—a record for dirt tracks.

On the road Brookbanks succeeded in adding three miles to Chase's performance of 212½ miles in twelve hours last autumn. E. Buckley, who ran second to Fontaine when the latter did 376 miles in the last North Road twenty-four-hour, made an unsuccessful attempt to beat this total on the 20th inst. He rode well but finished a mile inside Fontaine's figures.



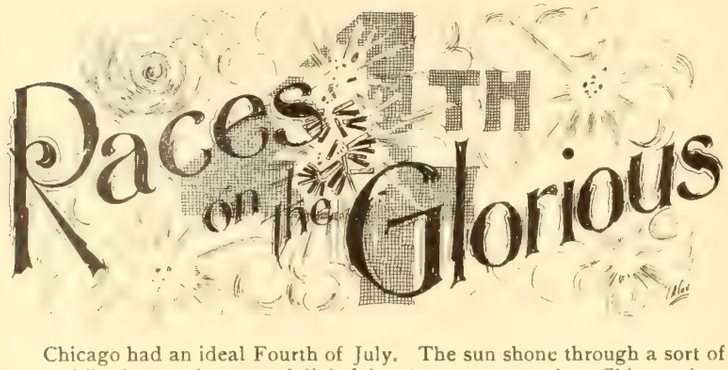
The Union has professionalized J. H. Petersen (not to be confounded with Ingeman Petersen) and J. Green, of Newcastle. In future the official timekeepers of the Union—Coleman, Swindley, Dring, and others—

Will not be Allowed to Time Record Attempts

made by unlicensed riders. I strongly disagree with this policy, the object of which is to render certain riders useless to the trade, but which will operate injuriously in opening the door to a shoal of alleged performances for the genuineness of which the public will have no guarantee.

Last Wednesday the New Wimbledon C. C. gave an enormously successful afternoon meeting on a grass track (smooth and hard) at Merton Hall grounds. There were forty-eight heats, 450 competitors, and the racing occupied six solid hours.

A quite unparalleled run of nearly a dozen fatal accidents from safeties, chiefly cases of runaways down steep hills, has set all our cycling editors preaching the wisdom of brakes. There is, however, no cause for panic, as evidence shows that the '96 crop of cycling novices is heavier than that known for many seasons. Inexperienced riders swarm in the land, and the proportion of accidents correspondingly swells. C. W. HARTUNG.



Chicago had an ideal Fourth of July. The sun shone through a sort of haze, while the weather was delightful, going to prove that Chicago is a real summer resort. And Chicagoans enjoyed the day, and there were few stay-at-homes. Twelve thousand enthusiasts filled the huge grand stands at Washington Park and yelled themselves hoarse over the exciting finishes of the races given by the South Side Cycling Club, one of Chicago's most promising clubs. The entry list was enormous, over 250 individual entries being sent in, with but one out-of-town entrant, Frank Wing, of St. Louis.

The Races were all well Contested,

the magnificent quarter-mile homestretch being in record breaking condition, as was proven in the final of the third-mile open, Class A, when George L. Emerson, the man who won time prize in the Decoration Day road race, and was afterward disqualified on the charge that he cut the course, won the race in :40⅕. This would have been record if the third-mile had been properly measured. The management was excellent, the races were run on time, and the club cleared $5,000 on the day.

The Denver aggregation, on its way to Asbury Park, was there, and just after the five-mile handicap the party rode around the track. The Denverites were all dressed in white and they presented a fine appearance.

The Races.

It was exactly 1:30 when Clerk of the Course Charles Pure Root called the novices out. There were exactly 104 youngsters who had yet to win their spurs on the track, and they looked like a small army when they came out. It was necessary to run the race in five heats, and even then the field of starters was uncomfortably large. Homer Fairmon, winner of the Chicago road race, won the final with ease. In this heat there was a spill, W. M. Lee, of the Chicago Cycling Club, falling and breaking his collarbone.

The mile handicap was run in two heats, sixty in a heat. Twenty-one men qualified for the final, and George Badenoch, of the Englewood Wheelmen, won the race as easily as he did his heat. Thirty-four of Uncle Sam's letter carriers met in a two-mile handicap, which fell to H. F. Palmer, an eighty-five yard man.

There were but Five Class B Men Entered

for the only B race on the programme. Bliss wouldn't ride, so Kennedy, Keator, Holmes, and Dodson were left to contest the two-mile handicap. Kennedy caught his field on the second mile, and, although pushed uncomfortably close by Keator in the sprint, won by a length.

Seventy-nine men started in the five-mile handicap, and they all bunched on the second mile. There were numerous falls, but so large was the field that the absence of the fallen ones was not noticed. L. E. Lange caught A. C. Van Nest napping in the sprint, and beat the C. C. C. man out by a length.

The best race of the day was the two-mile tandem handicap, in which eight teams started. The Wilson brothers, forty yards, caught the bunch and went to the front setting a killing pace. Davis and Peck, scratch,

Caught the Rear End of the Field,

but the pace was too hot and they could not pass it. Van Nest and Fairmon won the race by a beautiful sprint, the Wilson brothers running second.

The three-mile handicap for members of the South Side Cycling Club was won by Bicker, closely pushed by Van Nest. Bicker won the mile invitation, but the time limit was exceeded and the race run over. On the second trial Emerson won handily in 2:15.

A. D. Kennedy rode a mile against a running horse, but the animal was too slow, "Soubrette" winning in 2:11⅘, the horse's time being 2:15.

Summaries.

One-mile novice.—Homer Fairmon, first; J. F. Fitzgerald, second; M. J. Fogarty, third. Time, 2:32.

Third-mile open.—G. L. Emerson, first; O. F. Bohman, second; V. Loos, third. Time, :40⅕.

One-mile handicap.—G. Badenoch, 75 yards first; F. Schineer, 175 yards, second; W. S. Smith, 150 yards, third. Time, 2:14⅗.

Two-mile handicap for letter carriers.—H. F. Palmer, 85 yards, first; W. H. Shaw, 100 yards, second; E. V. Bohman, 40 yards, third. Time, 4:58.

One-mile unicycle.—Roy Keator, first; F. A. Padgett, second. Time, 5:03⅗.

Two-mile handicap, Class B.—A. D. Kennedy, scratch, first; Roy Keator, 200 yards, second; Tracy Holmes, 100 yards, third; H. L. Dodson, 225 yards, fourth. Time, 4:51⅗.

Five-mile handicap.—L. E. Lange, 210 yards, first; A. C. Van Nest, 150 yards, second; C. M. Franke, 240 yards, third; E. Lindquist, 150 yards, fourth. Time, 12:24.

Three-mile handicap for Willoughby Hill & Co.'s employes. F. Greisheimer, scratch, first; G. P. Girard, 80 yards, second; R. H. Hull, 300 yards, third. Time, 9:35⅗.

Two-mile tandem handicap.—Van Nest and Fairmon, 85 yards, first; Wilson brothers, 40 yards, second; Widen and Lindquist, 85 yards, third. Time, 4:27⅕.

One-mile team race.—Sprague, Warner & Co., 11 points, first; Franklin MacVeagh & Co., 10 points, second. Time, 2:36.

Three-mile handicap for South Side Cycling Club members.—G. E. Bicker, scratch, first; A. C. Van Nest, 100 yards, second; V. Loos, 70 yards, third. Time, 7:33⅖.

One-mile invitation.—G. L. Emerson, first; G. E. Bicker, second; L. E. Lange, third. Time 2:15.

BREAKS THE TWENTY-FOUR-HOUR RECORD.

LOUISVILLE, KY., July 6.—Prince Wells' fourth annual road race is over, and this one will always be remembered for many things. In the first place the weather was the finest for the time of year, cloudy, and a cool wind blowing, thus avoiding the ill effects of riding in the broiling sun. There were several falls, but none were hurt enough to prevent them riding in the track races in the afternoon. De Cardy was the only scratch man, and had Fred Rau, Joseph Skelton, and H. Van Herik on the thirty seconds' mark. He caught up with them before they had gone one mile, but was so anxious to pass them that he ran into the rear wheel of one of them and fell. In falling he broke the rim of his front wheel and scraped himself in several places, and had to walk back to the starting place.

A New Idea in Checking

the men at the far end of the course was used, and it proved itself a cure for the checkers' incompetency. On the handle-bar, convenient to the hand of the rider, was tied a ticket bearing the rider's number, which was torn off and thrown to the ground when he slacked up to make the turn. They were further instructed to call out their numbers in case they lost their tickets. This helped three or four whose tickets were lost in falling.

The course was originally laid out for ten miles, but the starting and finishing point would be within a block of an infirmary where there were several patients in a very dangerous condition, and the physicians thought the excitement would be dangerous to them and requested a change. Rather than endanger the life of any one Mr. Wells decided to change and lose the chance of getting a record for his race. The change made the distance just a few yards over 9½ miles. There were ninety entries, sixty-eight starters, and forty-three finishers.

The Prize Winners.

PO.	NAME.	HDCP.	TIME.
1	W. R. Stout, Owensboro, Ky.	2:45	25:16
2	C. H. Collier, Bowling Green, Ky	2:45	25:17
3	R. E. Adams, Somerset, Ky.	2:45	25:18
4	H. Hadfield, Louisville, Ky.	4:30	27:17
5	Henry Schumann, Louisville, Ky	2:30	25:18
6	C. Senf, Louisville, Ky.	2:30	25:32
7	P. Bornwasser, Louisville, Ky.	2:15	25:27
8	E. L. Le Fevre, Dayton, Ohio.	2:00	25:13
9	Fred Weage, Chicago.	1:45	25:06
10	G. S. Riegger, Cincinnati, Ohio	2:00	25:23
11	J. R. Ragland, Jeffersontown, Ky.	3:30	27:06
12	Percy Hopper, Cloverport, Ky.	2:45	26:25
13	W. R. Piatt, Louisville, Ky.	4:00	27:41
14	G. W. Sprau, Louisville, Ky.	4:30	28:12
15	Tal P. Shaffner, Louisville, Ky.	2:00	25:43

Time Prize Winners.

PO.	NAME.	HDCP.	TIME.
1	Joseph Skelton, Chicago	:30	24:35
2	H. Vogt, Chicago.	1:00	24:55

Track Races.

The grand stand at Fountain Ferry track has never been so crowded with people as it was in the afternoon of the same day. Every seat was taken, the aisles and small platform around the back of the top seats were filled with people, while the field in front of the stand was filled to suffocation. Everything went off very smoothly. The second event was a new one—a Class B novice. Three members of the Morgan & Wright team who have been riding in Class A came here to pace Twyman in his twenty-four-hour ride, and knowing that they would be thrown in Class B they decided to go in by their own actions and asked for this race without prizes.

The Class B handicaps were a cinch for W. J. Evans, of Lansing, Mich., who was very much underrated and walked away from the limit marks. At the crack of the revolver, he started and kept the same distance through the race and those in the rear were not able to cut down the distance in the least. This happened twice.

The gold brick race, as it was styled, had to be called off because there were not enough entries to get what was expected. The three bricks were offered on condition that the competition record was broken. The only entrants were W. J. Evans and five members of the Morgan & Wright team. Under decision of the Racing Board in the past, a race under these circumstances would not be allowed in a claim for a record. De Cardy agreed to ride an exhibition ride in place of that race, and agreed to break his former record of 2:03⅘, paced by a tandem. Fred Rau and H. Van Herik on one tandem, and Lund and Ulbricht on another, paced him in the attempt, and pulled him along in 1:56⅗. Had it not been for a bad pick-up he would have undoubtedly ridden it in 1:55 flat. When he did this he had his legs bandaged at the knee and ankle, and several large pieces of court plaster were spread over him to take the place of some of the cuticle and flesh which he lost when he fell in the road race in the morning.

Summaries.

One-mile novice, Class A.—H. W. Middendorf, first; Fred Weage, second; P. Bornwasser, third; H. C. Kinnison, fourth. Time, 2:44⅖.

One-mile novice, Class B.—A tandem was put in this race and Van Herik caught the

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position and held it and finished the mile in 2:06⅗. Ulbricht and Rau dropped out before finishing the first lap.

One-mile handicap, Class B.—W. J. Evans, 125 yards, first; Oscar Trimmer, 150 yards, second; Jos. Skelton, 60 yards, third. Time, 2:09⅗.

Two-third-mile handicap, Class A.—Owen Kimble, scratch, first; J. B. Lund, 15 yards, second; E. D. Fichtner, scratch, third; J. B. Bowler, 15 yards, fourth. Time, 1:46⅗.

Quarter-mile open, Class B.—W. De Cardy, first; H. Van Herik, second; Jos. Skelton, third. Time, :35.

Half-mile open, Class A.—Carl Thome, first; Owen Kimble, second; Geo. Davisworth, third; J. C. Mitchell, fourth. Time, 1:14⅘.

Half-mile handicap, Class B.—W. J. Evans, 65 yards, first; Oscar Trimmer, 80 yards, second; H. Van Herik, 20 yards, third.

One-mile open, Class A.—J. B. Bowler, first; Fred Weage, second; Carl Thome, third. Time, 2:13⅕.

Quarter-mile open, Class A.—E. D. Fichtner, first; Geo. Davisworth, second; J. C. Mitchel, third. Time, :33⅖.

Twyman's Record Ride.

Immediately after the tenth race the Morgan & Wright team came upon the track with B. W. Twyman, who was ready to start upon his attempt for the twenty-four-hour record. At 6:40 p. m. M. J. Fleck gave the signal to start. A tandem team made the pace for him, and he started upon his long and tedious undertaking, and punishment of his system.



B. W. TWYMAN.

Three score sheets were kept, and each one had a man to call out the laps as they were ridden; when five miles were ridden, the time was taken and recorded. The length of each stop, and the time of the stop, and the time of the next start, was recorded in the same manner. During the twenty-four hours he made thirty-two stops, the longest, after the first 100 miles, of 16:42 and the shortest was one minute between 6:40 and 6:41 a. m. After he had ridden 200 miles he jumped off his wheel and declared that he would not ride another mile for all of the wheels or manufacturers in the United States, but reconsidered his determination, and rode 207 more without any other inducement.

The Only Nourishment Taken by Him

during the time was barley water and this seemed to disagree with him toward the end of the ride, when he had to ride with only one hand on the handle-bars and the other supporting his side and the pit of his stomach. Otherwise he did not show any of the results that might be expected from so much exertion; his eyes were bloodshot, but he was able to walk unassisted from the track to his dressing-room.

At the last hour it looked as if he would be unable to keep awake any longer and the attendants were spread around the track to catch him in case that he should fall asleep on his wheel or fall off. These watchers stayed at their positions until the finish and when the timers tapped the bell for the end of the time they ran to catch him and assisted him to the grand stand, where he met with a very hearty reception from an audience of 200 that had gathered to see him finish. His actual riding time was 20:03:06.

The official tally is as follows and has been verified; claim for record made according to these figures.

The Way he Rode.

HOURS.	MILES.	HOURS.	MILES.	HOURS.	MILES.	HOURS.	MILES.
1	24⅜	7	15⅓	13	15½	19	14
2	22⅝	8	20⅛	14	14⅛	20	10⅛
3	22	9	17⅓	15	15⅝	21	16
4	21⅛	10	20	16	16 1-6	22	15
5	18⅝	11	14⅛	17	12⅓	23	13⅔
6	18⅝	12	18⅛	18	14	24	17m. 670 yds

A recapitulation of the above will show that he made new records for all of the hour records then in existence except the one hour.

2 hours.... 46 miles 586 yards, breaking record of Meintjes.... 45 miles 1530 yards
6 hours....127 miles 000 yards, breaking record of Spooner....103 miles 770 yards
12 hours....232 miles 1173 yards, breaking record of Spooner....203 miles 440 yards
18 hours....320 miles 1173 yards, breaking record of Spooner....292 miles 440 yards
24 hours....407 miles 84 yards, breaking record of Twyman....381 miles 1748 yards

The 100 mile records went, as well as the hour records.

100 miles in..... 4:29:19, breaking Harding's..... 4:37:56
200 miles in..... 10:00:00, breaking Gimm's..... 11:45:25
300 miles in..... 16:26:23, breaking Gimm's..... 18:23:50
400 miles in..... 23:40:05, new record.

In the early part of the evening, the pacemakers began to get sleepy from the effects of the hard work they had done in the road and track races and some of the local men volunteered their services. Before allowing them to do so, their attention was called to the fact that they would make themselves Class B men by so doing, but they decided to do so anyway. They were J. W. Spalding, Chas. Cohn, and Robert Cain.

When Spalding was getting ready to take his place on the tandem he was asked by one of the lady spectators to allow her to ride with him on the rear seat of the tandem. He did so and then when faster pace was called for she told him to go faster and that she would do her part. The timers' attention was directed to them and the next five miles were ridden in 12:58. Spalding had to ask her to stop and let some of the others take their places while they rested. If she had been allowed she would have taken her regular turn with the others. By reason of her ride Louisville has the first Class B woman.

THE POORMAN.

CINCINNATI, OHIO, July 4.—A dark horse has again won the Poorman road race, but this time he not only captured first place, but he also walked off with the time prize, defeating such road riders as E. A. McDuffie and W. S. Furman. The new star is Fred Biglow, of West Jefferson, O., who had a four-minute handicap. McDuffie got second time and Furman third.

There were 106 entries, 74 starters, and 58 finishers. There have been several protests lodged, it being claimed that Wagner and Runyan failed to give their best performances on their entry blanks. There were several accidents, Ramsey, of Cincinnati, falling and receiving several bad cuts.

The First Twenty-five.

PO.	NAME.	HDCP.	TIME.
1	F. Biglow, West Jefferson, Ohio	4:00	41:51
2	C. J. Wagner, Dayton, Ohio	6:00	43:52
3	C. B. Fisback, Charlestown, W. Va	6:00	43:54½
4	W. W. Runyan, Dayton, Ohio	5:00	43:34
5	W. E. Loraine, Springfield, Ohio	6:00	44:58
6	L. J. Squire, Cincinnati, Ohio	5:30	44:13
7	H. A. Zerbel, Milwaukee, Wis	3:00	42:13
8	T. H. Kircher, Milwaukee, Wis	3:00	42:43
9	J. B. Hedges, Columbus, Ohio	4:30	43:44
10	G. F. Morris, Hamilton, Ohio	5:00	44:16
11	B. A. Groch, Sandusky, Ohio	4:30	44:39
12	C. H. Langley, Dayton, Ohio	7:00	47:06
13	T. Murphy, Columbus, Ohio	6:00	46:22
14	W. H. Asterhaus, Dayton, Ohio	4:45	45:24
15	R. A. Redin, Sidney, Ohio	6:00	46:40
16	C. D. Kirn, Hamilton, Ohio	4:00	44:41
17	A. W. Hall, Cincinnati, Ohio	6:00	46:42
18	E. King, South Charleston, Ohio	4:30	45:16
19	F. H. Place, Springboro, Ohio	4:30	45:22
20	J. N. Moore, Cheviot, Ohio	4:30	45:28
21	C. Tubbs, Hamilton, Ohio	4:45	45:54
22	D. J. Good, Dayton, Ohio	2:00	43:10
23	E. A. McDuffie, Cleveland, Ohio	scr.	42:14
24	W. S. Furman, Sidney, Ohio	scr.	42:19
25	D. W. Bodiwer, Richwood, Ky	7:00	48:35

THE WAUKESHA.

MILWAUKEE, WIS., July 4.—The Waukesha-Milwaukee road record was smashed to pieces by seven riders in the Waukesha-Milwaukee road race this morning. The time made by nearly every rider who entered was also faster than in former years. The race was won in 50:50 by George Schmidt, a member of the Badger Wheelmen, of this city. He had a handicap of 9:30, and led the race from the time he had ridden a mile. He had a walk-away and finished fully 400 feet ahead of his nearest competitors, but he could easily have made the distance half a mile. A. F. Bingenheimer, of the Milwaukee Wheelmen, finished second, and directly behind him was J. M. Quilty, of Sun Prairie. A. C. Mertens, of St. Paul, was the time-prize winner, and now holds the road record, having covered the distance in 45:32.



GEORGE SCHMIDT.

The Scratch Men had an Interesting Race.

Schrader was looked upon as one of the probable time-prize winners, and many of his local admirers were on the ground to welcome him. They were sorely disappointed, however, because two other scratch men came in ahead of him. No sooner had the scratch men been sent away from Waukesha than all began to hug each other. It seems that each had made up his mind not to allow any of them to get ahead of him for a single moment. The men were evenly matched, and therefore had no trouble in carrying out their resolutions. All went well, the scratch men being in a bunch not ten feet apart, until Elm Grove was reached. There Mertens, of St. Paul, was ditched, but before his rivals had gotten three blocks he was remounted, and though bruised from the tumble was

Speeding Ahead Like a Demon.

He overtook them at the end of a few miles, and was with them until within three blocks of the finish, when the final effort was made.

The scratch men had all waited for this moment. Many of the slower riders had hung on to the scratch men, who acted as pacemakers. So when the finish came there were about fifteen in a bunch. It was at this point that all began to spurt. Schrader claims he was pocketed and could not get ahead of his rivals. Mertens, however, gained the path and forged ahead, beating the other scratch men at the tape by a few feet. Directly behind him was F. W. Osmun, who won second time, while Schrader, of this city, got third, and P. B. Wilson and E. M. Spike, of Chicago, finished for fourth and fifth time. Joseph Dollister, of Burlington, and Anton Stolz, of Milwaukee, came in for other time honors.

All these Time Winners Broke the Record,

which was formerly held by E. Ulbricht, of Chicago, in 46:54. The finish was witnessed by 8,000 people.

Schmidt is only eighteen years of age, and had never won a race until he captured the Waukesha. Immediately after the race he went to Hartford, where he won several track events. Mertens is well known in St. Paul. He has to his record first place in three road races and two first-

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time honors. He has only ridden a wheel two years, while Schmidt began riding late last fall. The riders finished in the following positions, seventy-four of the eighty-two who started crossing the tape:

The Finishers.

NO.	NAME.	HDCP.	TIME.	NO.	NAME.	HDCP.	TIME.
1	George Schmidt	9:30	50:50	26	O. A. Harvey	5:00	49:28
2	A. F. Bingenheimer	5:30	47:20	27	J. W. Warnken	6:00	50:29
3	J. M. Quilty	9:00	50:52	28	R. J. Steinkopf	6:30	51:11
4	W. B. Masecar	8:30	50:50	29	R. C. Lembke	7:00	51:42
5	Peter Olle	7:00	49:30	30	Joseph Dollister	1:00	45:52
6	A. Wellep	5:30	48:04	31	J. Macdonald	7:30	52:23
7	Edward Aldridge	8:00	50:35	32	David Cole	9:30	54:24
8	W. C. Neilson	5:00	47:56	33	Fred Seidemann	10:00	55:00
9	G. A. Madison	5:00	47:57	34	Hugo Reiter	7:00	52:01
10	Alfred Brown	6:00	48:58	35	W. H. Mackin	7:00	52:20
11	D. E. Harkins	6:30	49:29	36	George Yoeman	7:00	52:21
12	Morgan C. O'Brien	6:30	49:40	37	Emil Buenger	7:30	53:00
13	J. Pinggsten	9:00	52:20	38	A. Kruegmeier	4:00	49:31
14	W. M. Balkie	6:00	49:35	39	A. C. Mertens	scr.	45:32
15	L. J. Friend	8:00	51:36	40	F. W. Osmun	scr.	45:33
16	Charles Muss	8:30	52:14	41	W. C. Schrader	scr.	45:34
17	J. E. Frank	9:00	52:50	42	P. B. Wilson	scr.	45:35
18	F. Coons	10:00	53:52	43	E. M. Spike	scr.	45:36
19	E. E. Harnisch	5:00	48:59	44	John Muss	6:00	51:40
20	Albert Mueller	7:30	51:30	45	W. B. Simpson	8:00	53:47
21	Lem White	5:00	49:02	46	H. Milbrath	7:00	52:54
22	Lorenz Steudel	9:00	53:20	47	John Bentley	7:30	53:28
23	Anton Stolz	2:00	46:24	48	J. Schmitz	6:30	52:47
24	W. A. Yueill	4:30	48:55	49	Edward Flack	8:00	54:20
25	E. A. Clifford	4:30	48:57	50	G. Kreitsenstein	8:00	54:28

MISSOURI DIVISION MEET.

SHELBINA, MO., July 4.—Everything conspired to make the tenth annual division meet a great success. The weather was fine, the track was good, the attendance large, and the local wheelmen outdid themselves in their efforts to be hospitable to the visitors. The entertainment at the opera house on last evening was enjoyable and well attended, but the majority of the cyclists did not arrive until this morning. The parade in the morning was the first event on the programme, and the Shelbina Cycle Club was awarded the first prize for the best representation in line.

After that came the annual business meeting of the division, the hearing of the officers' reports, and the nomination of officers for the fall election. For the seventh time Robert Holm was nominated for chief consul; the nominations for vice consul were C. W. Hardman, St. Joseph, and E. P. Moriarity, Kansas City; for secretary-treasurer, W. M. Butler, of St. Louis; for representatives on the division board of officers, W. H. Warren, Kansas City; J. W. Thompson, Shelbina, and M. J. Gilbert, J. R. Bettis, and D. W. Robert, of St. Louis.

The Races

took place in the afternoon on the Fair Grounds track, which was in excellent shape, and were the best ever seen at a division meet, all of the finishes being close. The attendance at the races was nearly 5,000, and the grounds were packed. The St. Louis riders won the lion's share of the races, getting, out of ten races, eight firsts, five seconds, and six thirds. Willie Coburn, the youngest of the brothers, won the three races he started in, and was the hero of the day; Dave and Lou Coburn each won a first. Bert Harding showed up in something like his old-time form, and won the mile state championship.

Results: Mile novice, E. Stade; half-mile open, Class B, L. Coburn; mile division championship, Bert Harding; two-mile handicap, Class A, E. L. Chamberlain; mile open, Class B, W. Coburn; mile, 2:40 class, G. E. Helmich; two-mile lap race, Class B, H. C. Wood; five-mile handicap, Class A, E. J. Lee; two-mile handicap, Class B, D. Coburn; mile, northeastern Missouri championship, W. A. Soldan; mile invitation, Class B, W. Coburn.

MARYLAND DIVISION MEET.

BALTIMORE, MD., July 4.—The annual race meet of the Maryland Division was held here today. Wheelmen from all over Maryland and adjacent states were in attendance, and although rain fell at intervals throughout the afternoon it did not dampen the interest of those present or prove detrimental to the racing. The track is oval shape, four laps to the mile; and was in good condition. Charles Spencer, of Baltimore, attempted to lower the track record of 2:11, but failed, his time being 2:13⅕, which was very creditable. Charles Church, of Philadelphia, distinguished himself by winning the mile open, Class B, in a driving finish from a field of eight starters. Results: Mile novice, E. E. Smith; mile open, Class B, C. A. Church; half-mile open, Class A, C. Knight; one-mile state championship, R. H. Carr, Jr.; mile handicap, Class A, R. H. Carr, Jr.

IOWA DIVISION MEET.

JEFFERSON, IA., July 5.—Tom Cooper, of the Monarch team, captured all of the plums at the Iowa Division meet. Yesterday he won the Class B mile and quarter-mile opens, from A. B. Edmonds and A. J. Nicolet, while today he won the half-mile open and ran second to Barnett in the two-mile open. The features of yesterday were the breaking of the state half-mile record in the last half mile of the two-mile event, and the achievements of Emil Kostomlatsky, of Oskaloosa. In the former event F. H. Cummins, of Marengo, finished the half in 1:03⅖, nearly four seconds below the state record. Kostomlatsky started to beat the state ten-mile record of 26:50. He made the first mile in 2:28, and two miles in 4:47, establishing a new state record by several seconds. He made five miles in 12:46, breaking the state record of 13:22, and ten miles in 25:55.

Yesterday's races were divided as follows: Mile novice, won by James Barel, Sioux City; half-mile open, won by R. McCurdy; quarter-mile state championship, won by H. B. Storm; one-mile open, won by F. H. Cummins; two-mile state championship won by Cummins; two-mile handicap won by Ralph McCurdy.

Today's winners were: Quarter-mile open, Spaulding: half-mile state championship, Cummins; mile open, Cummins; mile state championship, Hughson; five-mile handicap, Cummins. In the last race Cummins rode from scratch, cutting forty seconds off the previous record, doing 12:42. Barnett cut the quarter-mile record to :28⅘, and the Class B unpaced mile record to 2:10⅖.

NORTHERN CALIFORNIA DIVISION MEET.

SAN JOSE, CAL., July 4.—Five thousand people were present at the Garden City Cyclers' track this afternoon, and they witnessed the finest racing ever seen on the Pacific coast, not even barring the meet of April 19 and 20, when Bald, Ziegler, Edwards, Coulter, and Harbottle fought it out to a finish. There were 130 entries for the different events and five-sixths of those who entered started. The crowd was composed of the elite of the Garden City of California and about 600 California members of the L. A. W.

The occasion was the annual meet of the Northern California Division, and it was by far the most successful League meet ever held in California. This in the face of unfavorable weather, the afternoon being cold and cloudy and a strong wind blowing from the south, right in the face of the riders on the backstretch. The time made under the circumstances was very fast, and the finishes in almost every event set the crowd wild.

The Class B events were the most hotly contested ever witnessed on the coast and resulted in victories for Charley Wells, the big Bay City wheelman, but he only beat young Allan Jones by six inches in each of the B events. Jones lacked in good judgment, but rode in a manner that plainly demonstrated that he will be a dangerous man on the national circuit in '96.

Results: One-third-mile scratch, Class A, J. E. Edwards; two-thirds-mile open, Class B, C. S. Wells; two-thirds-mile handicap, Class A, J. E. Edwards; mile handicap, Class B, C. S. Wells; mile handicap, Class A, J. A. Delmas.

OHIO DIVISION MEET.

CANTON, OHIO, July 5.—Five state records went to smash yesterday despite the fact that a stiff wind blew down the backstretch. The novice record was cut several seconds, the state half-mile mark dropped to 1:03⅕ in competition, the mile open fell to 2:18⅘, the five-mile record was dropped to twelve minutes flat, and S. Lee Stowe, of Isleta, rode a half in 1:04, the state record for a boy of fifteen. The races were won as follows: Mile novice, H. M. Dobson; half-mile state championship, F. C. Schrein; mile open, F. C. Schrein; two-mile handicap, R. Lindemuller; mile handicap, J. F. Steele; mile state championship, E. L. Streibenger; mile club championship, J. P. Shimp; three-mile lap race, P. W. Klinger; five-mile handicap, W. D. Snyder.

Today's races resulted as follows: Mile, 2:40 class, Berna Oldfield; half-mile open, E. L. Streibinger; mile county championship, W. D. Snyder; two-mile state championship, A. B. Ellis; five-mile state championship, F. C. Schrein; ten-mile handicap, W. D. Snyder. In this race Gimm made a new state record of 25:39⅖, running third from scratch.

NEBRASKA DIVISION MEET.

KEARNEY, NEB., July 5.—The two days' meet of the Nebraska Division was a success. Yesterday 3,000 people attended, and were rewarded by witnessing some very fine racing. Frank Rigby, the Toledo member of the C. O. P., had a snap in the B races, and captured the half-mile and five-mile opens, Mockett, of Lincoln, running second in the first, and Mills, a local man, second in the latter. Bowles, of McCook, won the mile novice, while W. A. Pixley, of Omaha, captured the quarter-mile open, Class A, running second in the two-mile handicap, which was won by Sabin, of Beatrice. The one-mile state championship was won by Hayman.

Today Rigby and Pixley divided honors. The former won the quarter, mile, and two-mile opens, while the latter won the half and two-mile state championships, running third in the mile open, which was won by Hayman, of Grand Island. Renshaw, of Denver, won the two-mile handicap, Class B, and Sabin, of Beatrice, won the Class A, five-mile handicap. F. M. Tessier rode an unpaced mile in 2:20⅖ and a paced half-mile in 1:03⅕, both state records.

JOHNSON SETS UP A NEW MARK.

WALTHAM, MASS., July 4.—John S. Johnson lowered the competition mile record from 2:01⅘ to 1:58⅘ in the second heat of his match race with Sanger and Tyler. Johnson won the first heat in 2:05⅖, Sanger close up, and Tyler quitting at the head of the stretch. A quad paced the second heat, and in this event both Sanger and Tyler were run off their feet and forced to quit. Johnson finished alone in 1:58⅘. The intermediate times were: Quarter, :36; one-third, :44; one-half, 1:02⅖; two-thirds, 1:20⅘; three-quarters, 1:30.

The other events were comparatively tame. W. S. Reynolds won the

NO ROOM FOR ERRORS.

The Complicated Problem in Engineering Presented by the Bicycle of Today.

[Cleveland Moffett in McClure's Magazine.]

Most people will be surprised to learn that the manufacture of the modern bicycle presents one of the most complex and delicate problems known to engineering; a problem more difficult of solution than the construction of a bridge, a locomotive, or a twenty-story building. The reason is that what scientists call the "factor of safety" is lower in a bicycle than in almost any other mechanical product, and is growing still lower every year as the machines are made lighter. In high-pressure guns the "factor of safety" is often as great as twenty, which means that the guns are made twenty times as strong as is theoretically necessary for the strain they must bear; in ordinary guns the "factor of safety" is twelve; in boilers it is about six; in bridges it is usually five, and in almost every construction or machine it is at least four; these wide margins of extra strength being considered necessary as an offset to errors in theoretical computations or defects in construction and material.

Now, in bicycles all this is different. When the first wheels were made, twenty years ago, a substantial "factor of safety" was allowed, the result being that the early bicycles were heavy and clumsy. The transformation wrought since then, especially in the last five years, has been remarkable, the tendency being always to cut away every pound and ounce of superfluous weight, so that, while the old machines weighed 60 pounds or more, the perfected Columbias of 1895, racers and road machines, weigh only from 17½ to 25 pounds, fully equipped.

And here is the problem that confronts the engineer. The lighter a bicycle is made the faster it will go, and the greater will be the strain put upon it; but at the same time, other things being equal, the lighter it is made, the less becomes its strength for resisting that strain; in other words, the lower grows its factor of safety. Today it is estimated that the factor of safety in a perfected bicycle has been reduced to 1.25. This means that if any joint or screw or bolt or bit of wire in a machine fails in strength or perfection of fitting by only so much as 25 per cent of what is expected of it, the bicycle may be crippled, the rider's pleasure destroyed, perhaps his safety threatened. In these days, when bicycles are being driven at the speed of railroad trains, it behooves a wheelman to see to it well that he is not riding a machine where lightness has been obtained at the expense of strength and rigidity. All bicycles look pretty much alike when shining with enamel; the question is, What lies underneath?

High Speed Will Win It.

A bicycle club whose furnishings do not include that necessary musical instrument, a piano, is without one of the chiefest elements of comfort in club life. A poor piano will pass muster if a good one costs too much, but when a good one costs a club nothing but the earnest efforts of its strong riders, the inclination to grasp the opportunity presented is pretty sure to be generally felt. The splendid offer of the Pope Manufacturing Company, of a Mason & Hamlin upright grand piano, valued at $925, to the bicycle club in this country whose member, mounted on a Columbia bicycle fitted with Hartford single-tube tires, shall between May 1 and October 1 make the best time in a twenty-five-mile road race held in this country, is awakening widespread interest, as the value of the prize is exceptional, and the conditions governing the disposal very liberal. The option will be given to the winning club of selecting either a mahogany or walnut cabinet. The rules governing the contest will be those of the Century Road Club for such events, and the awarding of the prize will be subject to the decision of the Road Records Committee of that organization.

The bicycle dolls issued by the Pope Manufacturing Company at the beginning of the season have been amazingly popular. Besides giving valuable hints as to cycle dress for ladies, the dolls have delighted the children everywhere, and the demand for the sets is constantly increasing. Ten cents for the set. The publishing Department of the Pope Manufacturing Company, Hartford, Conn., will send them for that.

Cool Nerve.

Eddie Bald has received a letter from a telegraph operator which is as follows, and certainly speaks for itself as loudly as it can speak:

"DEAR SIR: I am a telegraph operator here. I have considerable running to do delivering messages, etc. I know this shows lots of cheek but cheek we must have these times. If you have among your winnings as a bicyclist a wheel of any description which you have no use for, why not help a poor fellow who is not able to buy one himself. I am a sober, steady young man with a small family but for various reasons I have not the means to buy a wheel. If this does not strike you [it did, in one sense of the word] favorably, why burn it and there will be no harm done. If it does, just send along and I will not only pay the express charges but be forever a great and personal admirer of yourself. Yours, C. B. A."

The letter comes from away up in New Hampshire, and smacks of a Yankee.

Single-tube tires are the only tires that can be thoroughly tested by pressure before delivery. This in some measure accounts for the success of this type of tire. The makers know what they are selling.

We Have Not Advertised

for months. Have not dared. Too much Columbia popularity. Everybody has wanted

1895 COLUMBIA BICYCLES at $100

For the first time this year we can deliver Columbias and Hartfords with reasonable promptness. Better order regular equipment, though.



Pope Manufacturing Co.

General Offices and Factories,
Hartford, Conn.

BRANCH STORES Boston, New York, Chicago, Providence
Buffalo, Philadelphia, Brooklyn, Baltimore,
Washington, San Francisco.

mile handicap and one-third-mile open, Class A; A. W. Porter the half-mile open, mile handicap, and mile open, Class B.

One of the most interesting events of the day was a contest between six women, each one wearing a different style of cycling costume. They rode round the track twice and then were judged by Henry Haynie, Miss Shaw, and C. G. Percival.

The first prize went to Miss Kittie Knox for a suit which consisted of a shirt waist, man's short coat, and bloomers to the knee, with tight leggings from the knee down. The whole costume, including the hat, was of gray checked goods.

The second prize was awarded to Miss Kimball, who wore a very tight-fitting coat, a pair of man's knickerbockers, stockings, and tan shoes, the whole costume of brown.

The third prize was awarded to Miss Costello, who wore a short skirt, bloomers underneath, with tight leggings from the knee down.

LOWERED FIVE RECORDS.

SALT LAKE CITY, UTAH, July 4.—The races today at the Hot Springs track were run off in a hurricane. Notwithstanding this fact, the races were hard fought, and four state records and one Pacific coast record were lowered. The novice race brought out a field of twelve starters, and the time, 2:31⅗, was very good, considering the wind. In the next event, the quarter-mile, B, Frank Thatcher, who is fast making a reputation for himself at short distances, won the race in :31, lowering Ziegler's state record of :32. The two-thirds, Class A, was won by Hyde with ease in 1:30⅖, Pacific coast record. Hyde also won the one-mile scratch, Class A. The one-mile scratch, Class B, was paced by two tandems; George Weiler, the old-time favorite, caught the pacemakers and held his place throughout the race, winning in 2:16⅕, state record. This was Weiler's first win of the season, and the audience yelled with delight. The Class A and Class B five-mile handicaps were "man killers," and as the men toiled slowly down the homestretch on every lap it resembled a hill-climbing contest more than a race. H. O. Jensen won the five-mile, Class A, handicap and Morley Hassard the B five-mile.

SMALLER EVENTS.

There were over 100 meets sanctioned for July 4 by Chairman Gideon, besides numerous road events. To attempt to give a detailed account of each race meet would be impossible, so THE BEARINGS simply gives the winners of the races at the more important tournaments and road races.

Illinois.

DANVILLE.—Mile novice, F. McCracken; mile open, C. V. Dasey; mile, Vermillion County championship, Bert Thompson; half-mile open, C. V. Dasey; mile tandem, Dasey brothers; five-mile handicap, Frank Miller.

MACOMB.—Mile novice, Wyman; half-mile open, H. C. Hill; mile open, M. S. Walton; five-mile open, H. C. Hill; mile, county championship, Sexorat; half-mile open, H. C. Hill; mile consolation, M. S. Wilton.

AURORA.—Mile open, Fred Oleson; half-mile handicap, J. Olinger; three-mile handicap, Fred Oleson; mile consolation, Rogers.

ALTON.—Mile novice, McAdams; quarter-mile open, Burgdorff; mile county championship, McAdams; five-mile handicap, McAdams.

ROCKFORD.—Mile novice, J. Stevenson; mile open, Van de Sande; mile for Freeport, Beloit, Belvidere, and Rockford riders, Webb Stevens; third-mile open, George Hancock; mile, 2:30 class, Webb Stevens; two-mile handicap, H. A. Hoyt; mile open, A. M. Burr; mile handicap, A. F. Casian; half-mile open, Van de Sande; five-mile handicap, A. F. Casian.

FREEPORT.—The road race from Lena to Freeport was won by L. F. Frank, of Dixon, in 44:43¼; Gus Dahlquist, second, and Fred Deethart, third.

VARNA.—Two-mile handicap, Whitney; mile for Varna riders, Spieres; two-mile open, Powell.

JACKSONVILLE.—L. A. Campbell won the five-mile road race, "Easy" E. Anderson winning time in 12:00⅜.

MORRISON.—Mile novice, V. M. Ollier; quarter-mile open, A. D. Herriman; mile open, Upton; mile county championship, C. Bradley; five-mile lap race, Upton; half-mile open, Bradley.

ROCK ISLAND.—Mile novice, H. W. Hyde; quarter-mile open, C. T. Boyschau; half-mile open, Boyschau; mile open, Boyschau; two-mile handicap, Hynes; five-mile handicap, Boyschau; mile county championship, E. Ramser.

MONMOUTH.—Five-mile open, W. R. Irwin; mile open, Ed Breed.

JOLIET.—Quarter-mile open, J. Smith; mile novice, Sam Baker; mile handicap, C. E. Davis; half-mile open, T. H. Young; two-mile handicap, C. E. Davis; mile open, C. Bloom.

Wisconsin.

LA CROSSE.—Mile novice, H. M. Bird; mile county championship, O. Gudenschwager; quarter-mile open, P. R. Linker; half-mile open, O. Gudenschwager; mile open, H. M. Bird, three-mile handicap, O. Gudenschwager; ten-mile road race, O. Gudenschwager.

OSHKOSH.—Mile novice, Frank Clark; mile handicap, J. G. Seelig; mile open, A. M. Chandler. The Winneconne road race was won by Frank Fuller, of that city. Henry Gribbler, of Oshkosh, got the time prize in 15:49.

MONROE.—Mile novice, L. Horsig; quarter-mile open, W. F. Sanger; mile county championship, F. J. Blumer; mile tandem, Roth and Crocker; mile handicap, D. Van Wart; half-mile open, Sanger; mile triangle championship, Frank Moore; two-mile handicap, J. W. Hodges; mile open, Sanger.

APPLETON.—Mile novice, F. Holbrook; half-mile open, Nels Anderson; mile open, E. Baer; two-mile handicap, Nels Anderson.

SHEBOYGAN.—The four-mile road race was won by L. Krof in 14:45; George Galloway, second, and D. W. Borden, third.

MARINETTE.—Mile novice, Palmer; half-mile open, Chase; half-mile business men's handicap, Arthur; mile handicap, Bell; mile open, Chase; mile Menominee River championship, Chase.

BEAVER DAM.—The six-mile bicycle road race resulted as follows: M. E. Hasting, first, time 16:05; Wray Williams, second, time 16:25; Thomas Gadson, third, time 19:45.

MERRILL.—Mile novice, W. Schrader; half-mile open, C. Stange; quarter-mile open, W. W. Wilson; mile handicap, H. C. Miller; mile open, W. W. Wilson.

Indiana.

INDIANAPOLIS.—Mile novice, W. J. Overduf; quarter-mile state championship, W. T. Bonfield; half-mile, Class B, A. E. Lumsden; mile state championship, C. E. Miller; mile Indianapolis championship, W. T. Bonfield; mile Class B, A. E. Lumsden; two-mile state championship, Marion Black; half-mile state championship, W. T. House; two-mile, Class B, Lumsden; five-mile state championship, Marion Black; Lumsden and Levy on a tandem beat Tony Boy, a pacing stallion.

COLUMBUS.—D. Crulley, of Covington, Ky., won the one, two, and five mile races.

LEBANON.—Mile novice, Slayback; half-mile open, Eisenharter, mile, 3:00 class, Slayback; mile open, Lukens; two-mile handicap, Slayback; quarter-mile open, Eisenharter; five-mile lap race, Harrison.

Iowa.

INDEPENDENCE.—Quarter-mile open, Wilson; half-mile open, Berend; half-mile handicap, Trueblood.

CRESCO.—Half-mile novice, Balch; mile open, Stephens; half-mile open, Sweet; two mile open, Sweet.

CRESTON.—In the road race today over a seventeen-mile course, with sixteen starters, first place and the time prize were secured by Charles T. Lucas, who covered the distance in 1:00:48.

OTTUMWA.—Mile novice, Class B, C. Bennett; half-mile open, Class A, F. C. Stevens; mile handicap, Class A, O. L. Stevens; quarter-mile open, Class B, O. B. Bernhart; two-mile handicap, Class A, F. C. Stevens; half-mile, Class B, F. G. Barnett; mile handicap, Class A, B. H. Heald.

Michigan.

PORT HURON.—Mile novice, Thorp; half-mile open, Fred Loughead; mile, 2:40 class, Fred Loughead; quarter-mile open, Loughead; mile open, J. A. Harley; two-mile handicap, J. Schafer; five-mile handicap, F. A. Joseph.

BAY CITY.—Mile novice, C. Everett; half-mile open, B. Parker; two-mile handicap, Parker; mile open, Hicks.

BATTLE CREEK.—W. L. Swendeman reduced the one-mile state record from 2:13 to 2:11⅕.

Ohio.

LOGAN.—Mile novice, mile open, and mile handicap won by C. J. Wood; mile county championship, Pearl Karshner; half-mile open, P. J. Marshall; two-mile handicap, W. Harden; mile handicap for Hocking County riders, A. J. Nunemaker.

Tennessee.

CHATTANOOGA.—Mile open, N. S. Callahan; quarter-mile open, W. M. Brown; mile open, Warren; half-mile handicap, D. H. Walthone; mile, 2:40 class, W. A Clark; half-mile open, Ed Warren; five-mile handicap, Walthone.

Massachusetts.

BOSTON.—Mile novice, E. I. Foster; mile handicap, E. I. Foster; quarter-mile open, E. J. Clark; two-mile handicap, R. Urquhart; consolation, W. Darnaby.

TURNER'S FALLS.—Mile novice, N. F. Higgins; mile open, A. H. Davey; mile, 3:00 class, J. S. Ward; mile handicap, A. H. Davey; mile county handicap, H. C. Hall; half-mile open, A. H. Davey.

WESTBORO.—Mile novice, Theo Burris; third-mile open, Melvin Lenfest; mile handicap, W. H. Little; mile open, J. J. Casey; mile, 3:00 class, F. E. Paine; five mile county championship, J. J. Casey; two-thirds-mile handicap, M. Lenfest.

NORTHAMPTON.—Mile novice, John Kelliher; half-mile open, F. T. Elmer; mile, 3:00 class, W. H. Minnie; mile open, F. B. Stowe; mile handicap, F. T. Elmer.

FITCHBURG.—Mile novice, Frank Butler; mile open, J. P. Clark; half-mile handicap, C. J. Lewis; mile, 2:50 class, L. Jobes; half-mile open, J. P. Clark; two-mile handicap, C. J. Lewis; mile county championship, Hollis Adams.

QUINCY.—The Wollaston C. C. held a twelve-mile road race today which was won by A. M. Thompson from the 2:30 mark in 34:07. F. Parker was second.

SOUTH FRAMINGHAM.—Mile novice. T. H. O'Neill; mile open, A. F. Wisner; mile handicap, A. F. Wisner; two-mile handicap, A. F. Wisner.

Maryland.

BALTIMORE.—Mile novice, G. E. Smith; mile open, Class B, C. A. Church; half-mile open, C. Knight; mile division championship, E. Leatherberry; mile handicap, R. H. Carr.

New Hampshire.

KEENE.—Mile novice, J. Nadeau; mile open, Tom Butler; half-mile handicap, Class B, Nat Butler; half-mile state championship, E. M. Blake; mile open, Class B, Nat Butler; half-mile handicap, H. E. Walton; mile handicap, Class B, Nat Butler; mile state championship, J. H. Fitzgerald.

DOVER.—Mile, 2:50 class, W. Senior; mile open, J. P. Clark; half-mile handicap, Dave Turner; mile lap race, W. Senior; mile handicap, Burns Pierce; half-mile open, J. P. Clark.

Kentucky.

WINCHESTER.—Half-mile novice, W. W. Hall; mile handicap, J. W. Engles; half-mile open, E. L. Pierce; two-mile handicap, J. W. Engles; mile county championship, G. B. Attersall; half-mile handicap, E. C. Lovenhart; three-quarter mile open, J. W. Engles.

Kansas.

THAYER.—Mile novice, Harry McKnight; half-mile open, M. Cunningham; mile handicap, Ralph Light.

Pennsylvania.

BEAVER FALLS.—The thirty-mile Pittsburg-Beaver Falls road race was won by Charles Keenan, of Pittsburg; Tom Fry, of Beaver Falls, a three-minute man, getting time prize in 1:47:45. The track races resulted: Mile novice, J. K. Wildanger; two-mile handicap, Glen Willey; half-mile open, G. E. Helens; half-mile handicap, D. J. Mitchell; mile open, C. C. Aughinbaugh; mile county championship, Ed Morrow; mile, 2:50 class, G. M. Withington; mile tandem, J. E. Smith and J. H. Snell; mile handicap, Glen Willey; five-mile team race, Beaver Valley Cyclers.

DUBOIS.—Half-mile novice, L. A. Gerhart; half-mile open, A. L. Banker; mile handicap, F. P. Gstalder; third-mile state championship, A. L. Banker; three-mile handicap, F. P. Gstalder; half-mile handicap, A. L. Banker.

READING.—Mile novice, H. J. Koch; half-mile open, C. W. Krick; mile, 2:50 class, H. J. Koch; mile open, C. W. Krick; mile handicap, R. L. Arner.

ALLENTOWN.—Mile open, C. B. Jack; mile novice, L. V. Mockridge; mile Lehigh Valley championship, E. B. Douglass; half-mile open, C. B. Jack; three-mile handicap, C. B. Jack; half-mile Lehigh Valley championship, E. B. Douglass.

New Jersey.

HAMMONTON.—Mile novice, W. Quinn; mile handicap, W. M. Trott; five-mile handicap, A. K. Bernshouse.

VINELAND.—Mile novice, mile handicap, and boys' race, Harry G. Walls; five-mile handicap, and ten mile open, C. W Pearson.

North Dakota.

GRAFTON.—Eighth-mile open, Will Stinson; quarter-mile open, Harry Carr; half-mile open, W. Cooper; mile open, J. F. Mahaney.

The very select Omnium Club, of Paris, which has been very successful since its organization, has begun its summer races. Last winter it erected its own apartments at the Winter track, and organized races, some of which were very brilliant. This summer it has its own private installation at the Buffalo track and intends giving some very interesting race meetings.

BANKER TWICE DEFEATS PROTIN.

But the Belgian Champion was Stale—Exciting Contests Other Foreign News.

PARIS, June 28.—The knowledge that R. T. C. Protin, the Belgian crack, was going to race in Paris attracted an immense crowd last Sunday at the Velodrome de la Seine. The Belgian's debut in France, however, did not come up to expectations, as he failed even to get a place in the two races in which he competed.



R. T. C. PROTIN.

When it is considered that in less than a week Protin had raced successively at Liege, where he beat Houben; at Florence, at which place he broke several Italian records, and made Italy's great rider, Pontecchi, take a back seat; and, as late as Saturday, at London in the English mile championship, which he won — defeating Harris, Barden, and Lumsden— it is not surprising that he should feel a bit off color. The Friday and Saturday nights were spent in crossing to and from London, and what with the fatigue of such a tiresome journey and the constant change of food, climate, etc., it was evident that the Belgian flyer was stale when he faced the starter at the Seine track.

Banker Wins Easily.

Banker, Jacquelin, Morin, Gougoltz, and Muringer had been selected by Manager Baduel to meet the Belgian crack in the 2,000-meter scratch race, which was impatiently waited for by the public. Muringer made the pace until the last lap was reached, when Banker forged ahead and took the lead. Protin tried, but failed, to get behind the American crack, Gougoltz being a bit too quick for him. The Belgian was in fourth position when the men entered the homestretch, but was badly placed, and when he managed to get out of the bunch it was too late.

Banker, after a hard struggle with Jacquelin, finished first, and Morin just beat Protin for third place. A long round of applause greeted the rather unexpected victory of the American crack.

This race was followed by the "Prix de Charleroi," a scratch race for French riders only. Morin won the race in splendid style. The way he passed Jacquelin, Muringer, and Gougoltz in the last 100 meters was a sight never to be forgotten, and goes to show that when he becomes more accustomed to the tactics of track racing he will prove a very dangerous man.

The Mile Handicap was the Event of the Day,

and reminded one of the famous race in which the great Zimmy gained so much glory, and added considerably to his fame. Seventeen riders—Protin, scratch; Banker, 20 meters; Jacquelin and Gougoltz, 30; Antony, 45; Mercier, 50; Lumsden and Fortuny, 60; Hermet and Rene, 70; Gras and Guerry, 80; Siolliac and Lautrec, 90; Géo, Germain, and Baudot, 100— started in this race, and excitement was at fever heat when the men were awaiting the signal to start. Banker refused his twenty meters start and took his place in the scratch line with Protin, prefering, some said, to have the Belgian pull him along than to ride alone to catch up the ten meters which separated him from Jacquelin. Protin went off at a tremendous clip, and once or twice it looked as if Banker would not be able to follow, so hot was the pace. The Belgian covered the first half in 1:02⅗, which is record time for Europe, standing start. When the last quarter was reached nearly all the men were in a bunch, in the center of which were Banker and Protin. Before the homestretch was reached Protin gave up, thoroughly pumped out. Jacquelin and Banker then went to the front and a grand struggle ensued, the Frenchman just managing to get home by a small margin. Lumsden and Antony were third and fourth, close up to the leaders.

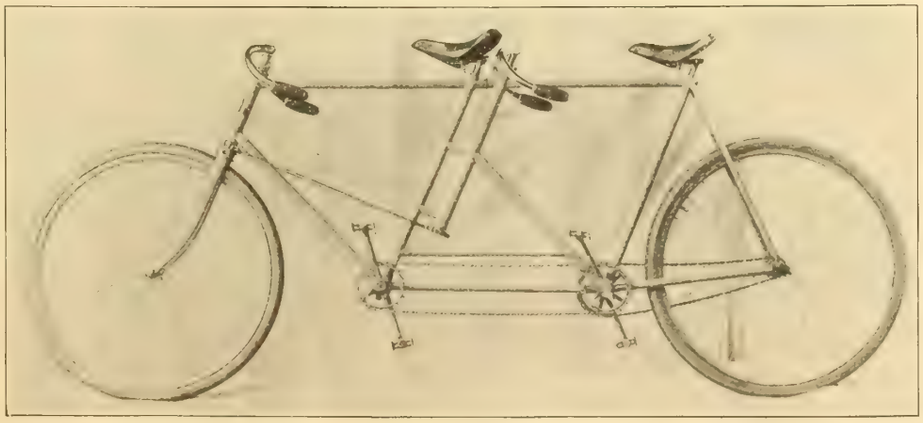
Banker and Protin Matched.

Protin's friends consider his defeat by Banker a fluke, and have offered to put up $500 for a match between the two cracks. Banker's firm has accepted the challenge and has posted a like amount; the two fliers are to meet again at the Seine track on July 7 in a best "two-out-of-three" race.

Banker left Paris last night for Vienna, where he will race next Sunday.

Harry Wheeler, who has been sick for the last fortnight, left Paris last Tuesday for Liverpool, where he will embark on the first steamer sailing for New York. Wheeler has never been able to get into proper shape this year and has only taken part in three or four races, in which he failed to get a place. Health permitting, he intends to return to Paris in time for the "Grand Prix de Paris."

This is The **Peerless Tandem**



38 to 39 Pounds.

COMBINATION or DIAMOND FRAME.

Price, Only $125

PROMPT DELIVERY.

THE PEERLESS MANUFACTURING CO., Cleveland, Ohio.

'TWAS DAVIDSON'S WATERLOO.

The Canadian Champion Fails to Score at the C. W. A. Meet—Coulter Rides Well.

TORONTO, CAN., July 3.—The second day's racing of the thirteenth annual race meet of the Canadian Wheelmen's Association closed at Waterloo yesterday, and was in every respect the most successful in the history of the association. The spectators on the second day were not nearly so numerous as were present on the first of July, which is the Canadian national holiday. There was, however, a large and enthusiastic crowd, numbering about 3,000.

As on the opening day there was not much consolation in the results for the Toronto riders, who have at previous meets nearly always secured the championships. This year all the championships, with the single exception of the five mile, which went to McIntosh, of Toronto, have been captured by residents of Sarnia. C. R. Coulter was

The Only American Rider Present,

and easily captured the half-mile international. This is the only race in which he entered today, his winnings being the thoroughbred horse "Meadowbrook" and a diamond ring. He rode an exhibition paced mile in 2:05⅗, which is the record for the track.

The fight for the half-mile, Class B, championship caused a disastrous spill almost on the tape. Wells, Davidson, and McLeod came down the stretch abreast, with McIntosh, who found an opening between Wells and Davidson, moving up fast from the rear. Davidson swerved, touched McIntosh's wheel and he came down, bringing Wells to earth with him. McIntosh came through safely, but McLeod, who was on the outside, jumped and got the verdict by inches.

Summaries.

One-mile novice, Class B.—H. E. Parker first; E. Cooper, second; F. Brown, third. Time, 2:32⅖.

One-mile championship, Class A.—Loughead, first; H. D. McKellar, second; C. Elliott, third. Time, 3:03⅘.

Half-mile championship, Class B.—Angus McLeod, first; William McIntosh, second; L. D. Robertson, third. Time, 1:11.

Quarter-mile flying start, best in three.—First heat, Loughead, first; J. Harley, second; E. H. Hulse, third. Time, :30¾. Second heat, Loughead, first; H. Hulse, second; J. Harley, third. Time, :30.

Two-mile consolation handicap, Class A.—C. Elliott, 50 yards, first; A. F. Little, scratch, second; F. R. Crowley, 90 yards, third. Time, 5:17⅘.

Five-mile championship, Class A.—Loughead, first; Hulse, second; J. H. Shillinglaw, third. Time, 13:48⅘.

Two-mile, 5:20 class, B.—W. McIntosh, first; F. Young, second; J. H. Gratz, third. Time, 6:02⅖. No race.

Two-mile, 6:00 class, A.—Charles F. Hebner, first; J. Harley, second; Shillinglaw, third. Time, 5:31.

Half-mile international, Class B.—C. R. Coulter, first; Angus McLeod, second; Harley Davidson, third. Time, 1:11.

NEWS FROM THE HUB.

BOSTON, MASS., July 6.—Boston is awake and lively. There was never such a cycling season known as this one. There are entertainments and runs of every kind, excellent racing, and all that sort of thing, and now the Massachusetts Bicycle Club is to erect a house of its own, and the new track is being built.

At the regular July meeting of the club, held last Tuesday evening, the executive committee reported that it found it expedient to go ahead with the plan as proposed. This is to erect a $12,000 house on some site near the entrance to the park system, form a stock company within the membership of the club, and with some outside assistance mortgage the property. The expenses of interest, etc., will be no greater than the expense of rent now. This is

A Move in the Right Direction.

It is thought that six months will suffice for the erection and furnishing of the new home. The house will be of brick. The ground floor will have a reception hall 12x15 feet, a parlor 17x20 feet, connected by an arch with a music-room of the same dimensions. Behind this will be the dining-room, 17x20 feet, and parallel to this the outside piazza. On the second floor is the assembly-room, 18x28 feet, the executive committee room, 17x19 feet, separated from the assembly-room by folding doors. Back of these rooms is the reading-room and alcove, 11x16 and 10x10 respectively. On the third floor occupying the front of the house will be the billiard-room, sufficiently large for three tables. On this floor will be the steward's apartments, baths, and drying rooms. In the basement will be a couple of bowling alleys of the best make, a wheel-room, and kitchen.



CANADA'S CHAMPIONS.

F. LOUGHEAD, CLASS A CHAMPION. W. MCINTOSH, CLASS B CHAMPION.

They are telling a very funny story about Arthur K. Peck, cycling editor of the *Traveller*. Sibley tells it this way: "Mr. A. K. Peck, so the story goes, came out of the rooms of the Pope Mfg. Co. a few days ago and saw two men of suspicious mien loading a Columbia wheel into an express wagon. 'Thieves,' says Artless K. Peck to himself. 'Fifty dollars reward for the recovery of a stolen Columbia. Get a cop.' And he followed the wagon but found no cop. Small boy dawns on horizon. 'Get cop,' says A. K.; 'arrest those men.' Boy rushes on, A. K. ditto. Boy sees copper on car. 'Come off,' he cries, and copper pulls 'em in. A. K. follows. 'Boy,' says he, 'come to my office tomorrow (giving card) and I'll reward you.' Boy shows up next day and gets a quarter. Goes home and tells his father. 'Quarter?' says father, 'and Peck gets $50? Guess not!' and proceeds to interview Peck, who weakens and confesses that after boy went, man with face like turkey cock rushes into police station, shouting, 'Here, that's my wheel; sent over by these men to be repaired. They're all right.' Men were released; Peck gets no $50; out a quarter."

Arthur W. Porter distinguished himself the other day by going a fast mile at Waltham in 1:51⅕, with a strong breeze blowing along the stretch.

The Press C. C. Does Not Know Just Where it is At.

It will be remembered by readers of THE BEARINGS that some time ago a sanction was taken away from the P. C. C. and given to the Consolidated Cycling Clubs, of Boston. This was rather a black eye for the Press Club, but it said nothing and sawed wood. The rumor was that it might get a sanction anyway, and then some said if it didn't it could run professional races. A recent event has stopped all that.

As every one in the game knows, Sims and Sanger were suspected of receiving checks at Waltham at the June 17 meet of the P. C. C. Sims proved conclusively that one was offered to him, but that he did not take it; therefore he is back in the fold again. Now comes the news that the P. C. C. will get no more L. A. W. sanctions, as it has refused to explain the check incident, or rather has kept silent on the matter. This throws it out of the September 2 sanction, and as the League is now sanctioning professional events it is shut off in that quarter also.

A Curious Complication Arises

at this point. The new track building by the Massachusetts Athletic Association, to be known as the Charles River track, was to have been opened on September 2 by the C. C. C. This refusal sets the opening of the track ahead. This also gives the C. C. C. a clear field for its meet at Waltham on September 2, and it will have a good one no doubt. Henry W. Robinson says that no sanction will be awarded to any other organization on that date, and this again gives the C. C. C. a cinch. The Press Club maintains a most dignified silence on the matter, and has nothing to say wnatever on the subject of checks, sanction, or anything else. It is said that it will send a man to Asbury Park

To Meet Mr. Gideon and Seek to Explain.

The Lynn Athletic Association has arranged a five-mile match race between Sanger, Johnson, and Tyler for the old Glenmere track, July 27. The papers have been drawn up and have been signed. The men will ride for 60 per cent of the gross gate receipts. It is said that when the men who made the match asked Eck what they should advertise as a fake prize to be ridden for, he said: "I should advertise just what the men are riding for. We want to have this thing straight, and if we don't, it will be killed quick, I can tell you."

Smith Gets the Record.

Letter-Carrier A. E. Smith, of the Lake View Cycling Club, Chicago, reached New York last Saturday morning, having lowered the Chicago-New York record to 6 days, 3 hours, 50 minutes. Near Amsterdam, N. Y., he encountered mud roads and was delayed five hours.

George Wolff started from Chicago last Monday for the record. He is riding a Smalley.

Sanger and Shafer Released.

At their own request W. C. Sanger and Trainer Shafer have been released by A. G. Spalding & Bros. Sanger will wander around the country racing at meets sanctioned by the League.

B U I L T

Four Big Championships

(Canadian Class A)
all won on a

SOLID STERLING

(Built Like a Watch.)

Fred Loughead won the

¼-mile

½-mile

1-mile

5-mile

by fast riding on the "best bicycle built."

Write for catalogue and inclose
stamp for colored calendar.

Sterling Cycle Works,

236-240 Carroll Ave., **CHICAGO.**

Sieg & Walpole Co., 285 Wabash Ave., Chicago.
Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha, Neb.

L I K E A W A T H

POOR TRACK AT BRIDGEPORT.

BRIDGEPORT, CONN., July 5.—Rain prevented the Bridgeport races yesterday, and of the large crowd that intended celebrating the Fourth by viewing the event not more than 1,000 appeared at the track today. The races were managed by the Bridgeport Cycling Club, and also represented the annual race meet of the Connecticut Division. The track is a one-third mile cinder loop, and twelve hours of continuous rain played havoc with it yesterday. A strong sea breeze down Long Island Sound met the riders at the turn, and a dangerous drop in the track did the rest, so far as the question of speed was concerned.

Maddox Divided the Honors of the Day with Ziegler

and Macdonald, while Earl Kiser got three seconds, and Ziegler one second. Brown, Gardiner, and E. C. Johnson disappointed their admirers, but say they were afraid of the track, and did not wish to get any injuries just before the Asbury Park meet.

Kiser led in the one-third-mile open, with Maddox a length behind. Coming into the turn Ziegler came out of the bunch and passed them both, winning by a length. Kiser got second, with Maddox lapping his wheel, and Barry led the bunch, two yards back. Gardiner fell in the start of the two-third-mile open, but came down on his feet uninjured. This is the first fall he has ever had in a race.

Barry did the Donkey Work in the Mile Handicap,

getting past Heyer, the ninety-five-yard man, right at the start, and held the position until the last turn was made. Maddox had been riding back of the bunch with Gardiner, but at the end of the backstretch passed Titus, who was second, and got the pole from Barry. Kiser followed him out of the bunch and finished second, only inches ahead of Barry.

The mile open was run without pacemakers, with a time limit of 2:35. Macdonald set the pace for the first lap, followed by Kiser, Allen, and Barry. In the second lap the position of the first four was the same, except that Kiser was setting the pace. In the backstretch Maddox and Gardiner got up to the front, but the latter could not hold and dropped back again. Maddox lead around the turn, with Titus second. In the finish Maddox came in with a magnificent sprint, his wheel lapped by Ziegler, and Titus had dropped back to third place, crossing the tape a yard back of the latter. Allen was the only one of the first four to hold his position, and Kiser and Barry quit in the middle of the last lap and finished sitting up. Time, 2:32. This event is regarded as one of the best made without pacing on the circuit this season.

Summaries.

Two-thirds-mile open, Class A.—F. C. Hoyt, first; W. S. Ottman, second; J. J. Adams, third; E. C. Krumm, fourth. Time, 1:31¾.

Third-mile open, Class B.—Ziegler, first; Kiser, second; Maddox, third; Barry, fourth. Time, :46⅕.

One-mile handicap, Class A.—D. E. Baxter, 50 yards, first; Hoyt, scratch, second; W. A. Rutz, 60 yards, third; Adams, 40 yards, fourth. Time, 2:22⅖.

Two-thirds-mile open, Class B.—Macdonald, first; Kiser, second; Ziegler third; Allen, fourth. Time, 1:46.

One-mile state championship.—Hoyt, first; Adams, second. Time, 2:25⅘.

One-mile handicap, Class B.—Maddox, 25 yards, first; Kiser, 65 yards, second; Barry, 85 yards, third; Johnson, 55 yards, fourth. Time, 2:26⅕.

One-mile Bridgeport championship, Class A.—Hoyt, first; H. Leopold, second. Time, 2:32⅘.

One-mile open, Class B.—Maddox, first; Ziegler, second; Titus, third; Allen, fourth. Time, 2:32.

ANOTHER FATALITY IN LOUISVILLE.

LOUISVILLE, KY., July 6.—Cycling has received a great black eye in Louisville by several severe accidents that happened during the past three weeks. The first well-known person to be injured was Mayor Henry S. Tyler, who had his shoulder and collarbone injured by the collision between his wheel and one ridden by a young lady.

On last Friday night Dr. E. R. Palmer, one of the most widely known physicians in the city, was killed. On the night in question he had been out to the Iroquois clubhouse, and after spending the evening there with a number of friends he started for the city. Just beyond the city limits the parkway is crossed by the L. & N. Railroad at an angle of almost 45 degrees. The usual course for all riders has been to keep to the right of the road until within ten yards of the track and then cross over to the left side to catch a straightaway cross over the tracks. The doctor did this, and after he crossed the tracks safely he lost complete control of his wheel and started across the road to the wrong side and seemed to be unable to stop himself. William Colston was riding out the same road on the right side and before he could turn out of the way or dismount his wheel struck the doctor's and both were thrown to the street. Other wheelmen saw the occurrence and hastened to the relief and found both unconscious. Colston was soon revived, but all efforts with Doctor Palmer were unavailing, and he was removed to the Norton Infirmary very shortly. He never recovered consciousness, and died two hours after the accident from a fracture of the skull caused by striking his head against the curbing.

LENZ'S MURDERERS KNOWN.

WASHINGTON, D. C., July 6.—A report has come to the state department in which it is stated that it is believed the murderers of Frank Lenz have been discovered, and that the following named Kurds are the guilty parties: Rizgo and his brother, the sons of Khatto, of Esherelais; the two sons of Abdurrahman Agha, of Dahar, and the two sons of Abdurrahman's brother.

W. Sachtleben, who went in search of Lenz when it was learned that the latter had been murdered, is now out near Erzeroum, but nothing is heard from him direct.

It is authentically stated that Lenz was killed on May 10, 1894, between the villages of Kourtali and Dahar, in Alasherd, about sixty-five miles from Erzeroum, which was his immediate point of destination. His body was seen by the villagers (after his death) of Zebikan, but all efforts to induce them to give information in regard to the matter have been futile. A demand for the arrest and punishment of the offenders has been made.

A letter has been received by T. P. Langhaus, of Pittsburg, Pa., from a missionary in Asia Minor in regard to the death of Lenz. The name of the missionary is not given, because if the Turkish government should learn that he was working on this case his life would be in danger. The missionary, however, is working with Sachtleben. The letter referred to states that they have discovered that Lenz was murdered by Turkish cavalry officers, high in the service of the sultan, and for that reason the work of searching for Lenz's body is attended with great danger. The bell of Lenz's bicycle was found at Teharouk. His mirror, small mail box, and another box which he is known to have carried were found in the river between Shamia and Musersta, while the tires of his wheel were discovered at Tohelkni, where a Kurd was using them for a saddle girth.

The letter further states that Sachtleben could find the remains of Lenz if it were safe to undertake the work, but owing to the high standing of his murderers the task is too dangerous, and all further investigations will have to be abandoned unless the United States government interferes and gives protection.

DETROIT HAS AN ORDINANCE.

DETROIT, MICH., July 6.—A unique bicycle ordinance was brought up before the common council last Tuesday. It provides that machines shall not be run faster than ten miles an hour, and six miles at crossings. Bells and lamps are to be used. All riders will be compelled to turn to the right. The leaning of bicycles against fire hydrants is strictly prohibited, and the number of each machine, together with the owner's name, is to be registered with the city clerk, for which 10 cents will be charged, and a brass license will probably be given.

A wheelmen's committee conferred with two of the council Thursday in regard to the ordinance, and a letter was read from S. B. Huber, of the bicycle firm of Huber & Metzger; among things that he advocated was the use of a signal light at night, but the committee did not take kindly to his advice, and it will probably not be adopted by them. A wise amendment was that the throwing of broken glass, wire, sticks, etc., shall be a violation of the law, and be punished as provided.

THATCHER MUST RIDE A STEARNS.

SALT LAKE CITY, UTAH, June 29.—Chairman Gideon has rendered his decision in the Thatcher case, and the latter will either have to ride a Stearns in his races this season or suffer the penalty of suspension for unfair dealing in cycle racing. Thatcher is the speedy Class B man who lowered the one-third-mile competition record here ten days ago, and is considered a valuable man on a team. He was under contract with the Western Hardware Co. to ride a Stearns for the season. He claims the Hardware company violated some of the provisions of the contract, and he left them and signed with the local Rambler team. The Stearns people filed charges against him for violation of his contract, and Chairman Gideon rules that he must ride for the Western Hardware Co. or be debarred from the track. Thatcher says he will not ride a Stearns, and has announced his intention of quitting the track for the season or joining the eastern professionals.

OBNOXIOUS CUSTOM REGULATIONS.

TORONTO, ONT., July 1.—There is considerable dissatisfaction over the existing custom regulations in regard to the entering of the wheels of tourists and racing men. Canadian riders entered for the Martin road race were asked to put up 35 per cent duty, making it simply impossible to bring wheels through and riders had to take their chances of obtaining suitable mounts in Buffalo. It has also been stated in the press that the Canadian custom authorities were equally stiff in exacting duty. On inquiry at the custom house here it was found that this was not the case; that no official instructions had been received and that tourist wheels were at present being passed free. As the American custom authorities have been the first to break through the reciprocal arrangement entered into last year it can not be expected that the Canadian government will be more generous. Surely it is time some sensible regulations were adopted. It can not be any benefit to either Canada or the States to put

An Embargo on the Entry of all Touring Wheelmen

into the respective countries, and to develop which the president of the C. W. A. is doing so much.

Small use then is there of Doctor Doolittle getting up tourist books to be distributed broadcast among the cyclists of the United States, giving particulars of the best tours, if the custom authorities at Niagara, Windsor, and other points want to mulct the poor wheelmen to the tune of $25 or $30; the whole thing is so unfair that the claims of the wheelmen need only be properly presented to bring about the relaxation of the obnoxious rules.

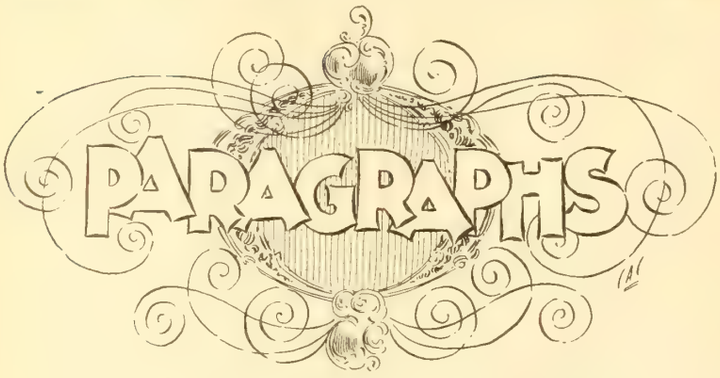


ONE MILE, 1:58 2-5, WORLD'S COMPETITION RECORD.

Done by John S. Johnson, who defeated Tyler and Sanger, at Waltham, Mass., July 4, 1895.

By this ride, Johnson eclipsed his record of 1-59 1-2, made at Toronto, Ont., July 1, when he defeated Sanger and Tyler. It is customary to take commercial advantage of feats like these. They were really wonderful feats, reflecting renewed credit upon a wonderful rider. Moreover, they conclusively proved once more that

MORGAN & WRIGHT TIRES ARE GOOD TIRES



L. J. Bates, of Petoskey, Mich., wins this week's $5 prize for the best paragraph. A check for that amount has been forwarded to him. Contestants for paragraph prizes should remember that we are not offering weekly prizes for a series of detached sentences but for a single paragraph on one subject, and one only.

More Racing Rules Injustice.

Every week Class A men are transferred to Class B against their wishes by the Racing Board for alleged violations of rules. This is making Class B a convict colony, and using transference to Class B as a punishment. The fault is in the rules. Such rules are an outrage against justice and good sense. To use transference to Class B as a punishment is degrading to Class B, is punishing Class B for offenses committed by Class A, by dumping into it the rascals who have proven themselves dishonors to Class A. It ought to be honorable to graduate from one class to the other. No one should be forced into either Class A, Class B, or the professionals against his will, or be admitted to either without his express application. Any person who violates the rules in Class A should be suspended or expelled. So should any one who violates the rules in Class B. The violation of the rules by a man in one class ought to make him ineligible to enter any other class until his offense has been purged by punishment or otherwise, and then he should be admitted as to an honor, not thrust in as a punishment. So also a Class B man who is a lawbreaker is unfit to be an honorable professional until he is purged. Every wheelman should resolve that these unjust and ridiculous rules shall be radically reformed by the next national assembly. See to it that no delegate is chosen who is not earnestly in favor of reform.—PRESIDENT BATES.

Reflections of an Old-Timer.

On Decoration Day, 1894, as I stood at the Grant Monument to see the great road race, memory took me back ten years to Decoration Day, 1884, and I mused on the changes ten years had made. That was long before the now historic Pullman race was thought of. On that day in '84 the Illinois Division L. A. W. was formed. In fancy I saw again the gay parade down Michigan Avenue to South Park, heard again the songs of the merry boys, took again the "run to Pullman" in the afternoon, and slept again the sleep which came to tired wheelmen after pushing a 50-pound light roadster forty miles. On that day instead of a great race with 400 entries, I saw Van Sicklen and Phil Hammill ride a three-mile race at Pullman; instead of 10,000 riders at my elbow, just seven of us took dinner at the Hotel Florence. Those were the happy days. Wheelmen then were brothers because they were wheelmen and downtrodden of men; now we have the scorcher, the century run, the big road race, Class B, professionalism at our doors, wheels wheeling everywhere, a great cycling press, and gray hairs in evidence on the heads of the old-timers. Since that day in '84 the Pullman rose and fell. There by the great general I stood watching its great successor ten years after, with a sigh in my heart for the days that are gone, though I knew this was the time we were building for in that long ago. O. W. MOORE.

Regarding Ladies' Dress.

It is strange how little taste most girls display in their cycling dress. The new riders think any dress will do, no matter if it is five yards wide. If the girls who prefer skirts would make them two and a quarter yards wide, and to the shoe-top, they would have no trouble with the skirt, as it is impossible for it to catch in the chain. A narrow skirt looks far more graceful and appropriate than a wide, flaring one. An eton jacket, or any jacket not too long, should be worn in cool weather; shirt waists are always neat and cool, and with a Stanley cap, or small sailor hat, and gauntlet gloves, a girl can look well on her wheel and enjoy herself.

It is best not to wear heavy or long underskirts; a short cotton skirt, or, better still, black wash-silk knickerbockers, make riding easy and comfortable. It is hardly necessary to wear veils as so many do when riding; the sun will burn through a thin veil and it makes it much more uncomfortable, as the wearer gets so much warmer than if the wind and air kept her face cool and fresh looking. It looks better to be a little tanned, rather than have the face red from lack of air.—LOUISE PIERSON.

Suicide.

The night is dark and chilly. No sound breaks the stillness save the gentle lapping of the waves against the shore. Heavy shadows hang round the tall, thick growth on the bank. Each moment the stillness seems to grow more intense, and the inky blackness appears to settle more closely round about the scene. Now a little streak of color, so faint and small as to be scarcely seen, appears across the water in the east. Little by little it grows larger and brighter, till the whole sky is tinged with gray. The waves roll higher. And as a faint glow of red illumines the horizon, a man walks slowly and stealthily down to the water, gazing cautiously around, fearful that he is seen. He pauses at the brink and hesitates to do the deed he contemplates. Long he looks into the dark, untried depths as if he would solve the mysteries hidden there, while the glow in the sky deepens and reddens apace, and the waves dash at his feet. Suddenly he starts. A low rumbling of wheels is heard. Soon a number of men are seen approaching on machines of steel, holding aloft, in their midst, a man seated in a chair. As they draw near, the man on the bank recognizes them, and, quickly shaking from his feet his wooden shoes, with a hoarse cry plunges into the depths, and the dark waters close over him. No traces of him are seen when the men reach the shore, save the wooden shoes and an empty bottle bearing the mysterious legend, "Milwaukee Beer."—ADA BROOKS, Sioux City, Ia.

DOINGS OF THE BOARD.

Suspended for riding in unsanctioned races: Orlando . dams, Carl Plum, C. H. Halbrecht, John Overton, C. W. Swanson, Charles Howes, Robert Wilson, of Pullman, Ill., for thirty days from June 29; Edward Go'dsmith, John Lufrio, W. D. Heim, Louis H. Hucht, and William M. Winer, Baltimore, Md , for thirty days from July 4. Thomas Droullard, Erwin Morross, Arthur Stilles, N. P. Lacy, Bartley Doyle, of Wyandotte, Mich., and W. P. Miller, Charles Nodak, —— Pokoney, Detroit, Mich., and Frederick Hibbard, Jr., Trenton, Mich., for one year, June 22.

Suspended for riding in unsanctioned races after warning and on Sunday: Joseph Hyman, A. J. Baker, E. Gunther, W. W. Gardner, Bud Williams, G. E. Stork, H. C. Jones, J. H. Little, J. F. Barsaloux, L. V. Stevens, J. M. Nixon, J. B. Lackamp, F. G. Heuer, J. V. Wasen, Edw. T. Bridge, P. Bridge, B. R. Hayes, F. Herman, W. Hoppe, L. J. Winkler, J. Wainwright, G. P. Johannas, and O. Hobbs, of Belleville, Ill., for one year, from June 23.

Transferred to Class B under clause (g): G. A. Kreidler, J. H. Little, and Joseph Hyman, St. Louis, Mo.; Herb E. McCrea, Los Angeles, Cal., is transferred to Class B under clause (b).

W. G. Corfe, St. Louis; A. B. Abbott, New Orleans, La.; Andrew J. Pendergast, Syracuse, N. Y.; W. L. Ferris, Boonville, Mo., and Robert H. Gill, Houston, Tex., under clause (g) Class A rules; J. H. Lund, H. Vogt, F. Weage, and James B. Bowler, of Chicago, at their own request; W. A. Lutz, and E. D. Stevens, Buffalo, N. Y.; under clause (b); W. E. Clark, San Jose, Cal., under clause (d).

P. K. Manning, F. M. Dampman, Thornton P. Buzzard, of Philadelphia, Pa.; Ross Gordon, Daniel Pierce, of Des Moines, Ia., and Thomas Thornton, of Farragut, Ia., are hereby declared professionals under clause (a); P. O'Connor, of Boston, Mass., is a professional, under clause (b).

Suspension placed on E. W. Goff is removed. Changes were result of an error on part of race-meet officials, for which he is not to blame. GEO. D. GIDEON.

GRAND STAND FELL AT BUFFALO.

BUFFALO, N. Y., July 4.—Near the close of the programme of races given at the Driving Park under the auspices of the Press Cycling Club this afternoon, a part of the grand stand gave way beneath the weight of men and women upon it, and fell through the first landing and clear to the ground, a distance of about thirty feet, carrying with it four or five score people, and causing a panic which for a few moments threatened the loss of hundreds of lives, but which was fortunately stayed by the efforts of a few heroic men, and women too, who did not lose their presence of mind. Owing to the vast crowds which gathered about the scene, and the expeditious manner in which the less injured were removed from the grounds, it is impossible to give the exact number who were hurt, but the names of more than thirty were learned, a dozen of whom are permanently injured, and one man is not expected to live.

The racing was of a superior order, the feature of the meet being the mile open, in which Bald, Coulter, Harley Davidson, W. McIntosh, L. A. Callahan, C. H. Callahan, Lutz, Leonert, and F. W. Young started. It was a beautiful fight down the stretch at the finish, and Bald won in 2:03⅖ by six inches.

Zimmerman went a mile, paced by Dorntge, Crooks, Hauck, and Fuhrman on a quad, and finished in 2:02⅕. He beat out the quad at the three-quarter pole, and came home on a magnificent sprint.

RUMORS OF A BIG DEAL.

There is a rumor afloat that P. E. Studebaker, the millionaire carriage builder, and Alexander H. Revell, one of Chicago's largest furniture dealers, are about to combine forces and go into the bicycle business. Each of the gentlemen admit that they will build bicycles in '96, but say that they will not form a partnership. According to the story, a big syndicate is being formed by the two to manufacture a large number of cheap bicycles, to sell for $50 each. Rumor has it that 400,000 wheels will be made, but that is several hundred thousand wheels too many to make a plausible story. It is said that a factory will be erected on Wabash Avenue, between Harrison Street and Panorama Place.

They Make Parts.

EDITOR THE BEARINGS: To avoid any misunderstanding regarding the product of our factory we would state that we are distinctively bicycle part manufacturers and not wheel makers, as reported in a number of trade papers. We have never made a bicycle, and have no intention of taking up that line. Respectfully yours,

MILWAUKEE, WIS., July 9. C. J. SMITH & SONS CO.

The Canadian Typographical Co., of Windsor, Ont., is about to commence the manufacture of bicycles. One hundred men will be employed in their construction.

THE Fowler TRUTH

"THE SWEDE" BREAKS THE TWENTY-FIVE.

John Lawson, the truly "terrible Swede," has again demonstrated that as a record breaker he ranks among the first in the country.

Saturday afternoon, in the presence of a large crowd, he succeeded in clipping 37¼ seconds off the world's twenty-five-mile road record, made by De Cardy last fall in 1:03:52½, Lawson's figures being 1:03:15¾.



JOHN A. LAWSON, "THE TERRIBLE SWEDE."

The trial was made on the one-mile loop at Garfield Park. He was paced by tandems, and did not appear to be in the least exhausted after the ride.

The times for the intermediate distances were as follows:

1st mile	2:18¼	14th mile	33:48
2d "	4:36¼	15th "	36:18
3d "	6:54¼	16th "	39:56½
4th "	9:15¼	17th "	41:23½
5th "	11:44	18th "	43:58¼
6th "	14:09	19th "	46:34
7th "	16:32¼	20th "	49:10
8th "	19:02¼	21st "	51:41½
10th "	21:31¾	22d "	54:18¼
11th "	23:51¼	23d "	56:57¼
12th "	26:21¼	24th "	59:44
13th "	31:29¾	25th "	1:03:15¾

Lawson rode a Fowler wheel fitted with Morgan & Wright tires. The photograph reproduced herewith is the latest he has had taken, and is pronounced an excellent likeness.

EXTRA!

THE TRIUMPHANT FOWLER.

The Fowler Wins Time Prize in the Great Milwaukee-Waukesha Road Race on the Glorious Fourth.

The cracks who went up to Milwaukee to compete in the Milwaukee-Waukesha road race were treated to a genuine surprise party by having the time prize snatched from under their very eyes by A. C. Mertens, of St. Paul, on a Fowler Bantam.

How about the agency for "'96"?

Got your application in?

Mertens rode the course in 45:32, cutting a large slice off the previous record. He requested scratch for his handicap, knowing full well the running qualities of his wheel, and having full confidence in his ability to beat the others on such a mount, and was placed on that mark, leaving the others at the finish, though they tried their best to hold him; but Mertens and the Fowler were too strong a combination for them. His wheel was equipped with Morgan & Wright tires.



SOME OTHER FOWLER WINS

ON THE FOURTH OF JULY.

At Louisville, Ky.

J. B. Bowler, of Chicago, on his Fowler King B racer captured the annual one mile Kentucky Derby, carrying off the silver cup as a trophy.

Fred Weage, another Chicago boy, on a Fowler, got second in this race. Time, 2:13 1-5. Flying, eh?

Weage also secured third time in the Prince Wells road race, and second place in the mile novice.

South Side Cycling Club Derby, Washington Park, Chicago.

L. E. Lange, on a Fowler, won the five-mile handicap from a field of nearly 100 starters, leaving the bunch on the last lap, distancing all. Time, 12:24.

J. T. Fitzgerald, second, one-mile novice.

F. Schinner, second, one-mile handicap.

Rockford, Ill.

Three firsts, two seconds, two thirds.

Norman, Ohio, Ten-Mile Road Race.

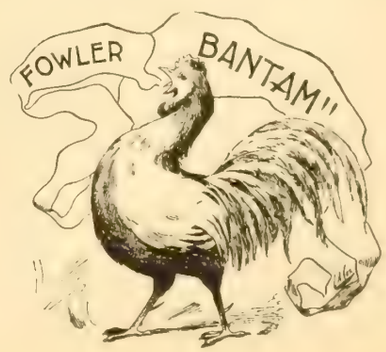
First and second time prizes.
Second, fifth, and sixth places.

Mount Sterling, Ky.

Four firsts, two seconds, three thirds.

Jacksonville, Fla.

Two firsts, two seconds, four thirds.



TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

ENGLISH TRADE NOTES.

Affairs of the John Griffiths Corporation—Death of Lamplugh, the Saddle Manufacturer—Humber & Co. Rushed With Orders.

LONDON, June 29.—Bayliss, Thomas & Co. have just received an order for two of their well-known Excelsior ladies' safeties for the daughters of the Duke of Connaught, the Princesses Marguirite and Patricia.

Mr. Belcher informs me that the Wolverhampton factory of Humber & Co., Ltd., has been abnormally busy for some months past. They have been recording a steady output of over 300 machines per week, the number sent out in May being considerably over 1,200. The works are just now even busier than ever, and large orders are still coming in.

The Jointless Rim Co. has recently secured some very excellent testimonials as to the stability of its rims, and at the present time has a felloe in its possession upon which a rider, who had badly punctured his tire, rode some miles with the tire itself completely removed. The Jointless rims are certainly very high-class, and

Their Strength is Enormous.

The English trade has suffered a severe loss in the death of J. A. Lamplugh, the well-known saddle manufacturer of Birmingham, who died on the 18th inst. Mr. Lamplugh, in partnership with Mr. Brown, commenced the manufacture of cycle saddles as long ago as 1878, and was the first to introduce the suspension system which has since become almost universal. He dissolved partnership with Mr. Brown some years ago, and since then has carried on the business with his sons.

The returns of the cycle export trade for the first five months of the present year are now available, and the total of $3,374,610 is, I am sorry to say, $16,565 below that for the corresponding period of last year, although it is greatly in advance of the returns for 1893. The trade is, however, keeping up well this month, and many people think it likely that the result of the first six months' trading this year will be greater than the total for the corresponding period of 1894. I do not, however, consider that this desirable end will be attained.

I have lately been trying an Osmond road racer weighing just over 20 pounds without gear-case, and find it

The Most Rigid Diamond Framed Machine

I have ever ridden. This I attribute to the D section of the rear fork legs and back stays, the angles formed by the flat sides with the arcs of the tubes accounting, I think, in a measure for the marvelous strength of the frame. I have never before been on a diamond framed machine with such a rigid crank-bracket, and I think that F. J. Osmond and the company are to be congratulated upon turning out a really tiptop machine. The only fault I can find is the narrow handle-bar, which is only 18 inches wide. I much prefer a 22 or 23 inch bar, as the chest is not so contracted when moderately wide bars are used.

H. Belcher has just returned from a trip on the continent, and has done excellent business with Humbers, having taken extensive orders in France, Spain, Switzerland, Italy, Austria, Germany, and Belgium. He says that it is still early to talk about '96 machines, but he has obtained a good idea of

The Requirements for Next Season,

which will help him not a little in getting out his patterns.

The second annual general meeting of the John Griffiths Cycle Corporation Ltd. was held on the 20th inst. in Dublin, John Griffiths presiding. In moving the adoption of the report, the chairman made several excuses for the disastrous trading in which the company has so far indulged. He said that "the weather had been against the trade in 1894, and that the reduction in prices had caused them to forego a large amount of anticipated profits. The company was to have controlled prices, but events had proved that it was unable to do so, and this was one of the great weaknesses of the concern." All of which statements I take it any sensible man could have foreseen long ago. Mr. Griffiths further remarked that "the American business had not been successful, and with regard to the Raleigh business there was an action now pending against the vendors. The Premier business had also proved a losing concern, while the revolution in the American trade had practically shut out English machines. The loss on the Canadian business for the last eighteen months was $58,110. This was unsatisfactory, but the directors of the company had declined to accept any fees."

Harvey Du Cros Then Made a Statement,

in which he said that "in America the price of a racing machine had fallen by $50." He did not think that the whole of the total loss of $480,000 was all gone. George Drimmie, a shareholder, put some very awkward questions, most of which were not answered. He wanted to know the difference between the price the vendor paid for the Premier Co.'s agency in America and the sum paid for the same by the corporation. He also would like to know whether the whole management of the American business had not been left in the hands of Mr. Du Cros. The meeting was altogether a lively one, but nothing much was done, and the shares will, I opine, fall still lower, notwithstanding that they are only $1.50 now.

The big makers have been a little out of it in the matter of the long-distance records made at the Putney track last Saturday. The principal honors were shared by Paterson, who rode a Prudential safety, made by a local man at Finchley, and the ultimate winner, Fontaine, bestrode an Advance, made by goodness knows who, and advertised as the product of the London Cycle Corporation, or some such concern. Doubtless the big firms will not find themselves any the worse off in consequence of this, and if so it only proves what I have often maintained, namely, that records are not really such big advertisements as they at first appear.

WILL O' THE WISP.

TURIN'S SHOW.

WASHINGTON, D. C., July 6.—W. E. Mantins, commercial agent of the United States at Turin, Italy, has the following to say in regard to bicycles in a recent report to the state department:

"As soon as it became known that Milan was to have a cycle show this spring, Turin, which has been the most prominent town in Italy for cycling was not going to fall behind her rival, with whom she is in keenest competition for the lead in business, so she quickly decided to have a show of her own, and on a much larger scale than Milan. This twin international cycle show opened on May 4, and closed June 10.

"It may be said that her efforts have been quite successful financially and otherwise, and that the show which opened here on May 4, under the auspices of royalty, can be called in every way perfect. Both exhibitions, however, have the same defect of being held too late for the season. The beginning of the year, when new types are being turned out, would certainly be a more advantageous time.

"The Overman Wheel Co., of Chicopee Falls, Mass., shows a number of beautifully designed machines of somewhat different lines from the European wheels. These wheels are said to be of the best workmanship and finish, giving every proof of American skill. This firm can undoubtedly hold its own against the first-class European manufacturers.

"In conclusion I can not refrain from saying a word about the frescoes and paintings ornamenting the interior of the exhibition building. They add not a little to the attractions of the place, showing very picturesquely to what use bicycles might be put in centuries to come."

LOZIER'S EASTERN FACTORY.

EDITOR THE BEARINGS: The numerous newspaper reports, Associated Press dispatches, and current rumors regarding our intentions, etc., as regards a factory in the eastern states require us to make an explanation. It is a fact that we have arranged for and shall put in working order at the earliest possible date a factory for the construction of bicycles and bicycle parts for the Cleveland bicycle at Thompsonville, Conn. This is in line with an increased output that is essential to supply the demand for the Cleveland wheel. It separates our manufacturing facilities and precludes the possible destruction of our entire manufacturing plant at any one time. It will better accommodate our eastern trade, which is developing with great rapidity, and permit us to make prompt shipments to our good friends east and west in the future. We shall retain our works at Toledo with their present large facilities, shall use the same tools, the same kind of machinery in both plants. It is simply an investment to accommodate our trade and to obviate the danger of having all of our manufacturing facilities adjacent to each other.

With these statements you may rest assured the Cleveland wheel will be in line to accommodate its friends in the season of 1896.

Very truly yours,

CLEVELAND, OHIO, July 5. H. A. LOZIER & CO.

Many Different Kinds of Leggings.

A BEARINGS man called upon S. W. Hall, the overgaiter and leggings man, at 50 Jackson Street, Chicago, the other day, and was shown through the factory and show rooms, which were crowded with beautiful samples of the art of the legging maker. The writer was perfectly astounded by the variety of styles and the different kinds of goods of which leggings and overgaiters can be made. One or two styles struck the writer as being especially unique. There was the ladies' Newmarket, which is distinctly English, the legging ending at the ankle, which allows more freedom in action than in the case where the legging comes down and covers the foot. This is a very important point to lady cyclists. Then there was the gentlemen's Oxford, which is a short legging made especially for gentlemen who wish to wear their ordinary clothes to business, the legging being designed to protect the trousers from the wheel without making the ugly creases such as the ordinary trouser guard causes. The Oxford is made of canvas, tan pebble, Russia calf, russet goat, black cordovan, plain or pebble, and black grain. The Newmarket is made up in the same goods as the Oxford, or to match suits.

The John Grant Co., of 39-43 West Washington Street, Chicago, is making gear cutting and special bicycle machinery. It also makes sprockets, cranks, etc.

ON THE SUBJECT OF TREADS.

The Average Rider is Not Very Well Posted on the Question—Fun Had at League Meets.

We hear much nowadays about "tread." Dealers are making a great deal of capital out of it. Wheelmen are divided in their opinions just about to the extent that their pedals are divided. Your very up-to-date rider insists that his tread shall be five and one-millionth inches, no more. The average rider looks wise when the matter is mentioned, and says he is satisfied his tread is just right, but his anxiety to change the subject shows that he is not well informed. Meanwhile the manufacturers continue to narrow the subject down by fractions of inches, but refuse to

Adopt Any Standard Tread,

and where it will end we know not yet.

It reminds one of the dispute between two wiseacres as to whether there is or is not a *stationary point* or molecule, however infinitesimal, in the center of a revolving disk; they began the debate in the prime of life as academics, and are still wrangling over it in their old age. In this matter of tread it would seem that a mean should be established between the extremes. The very wide tread of machines made in earlier years was utterly bad. Admitted. And the much narrower tread of the modern well-made machine is a vast improvement. Also admitted. Now for the sake of argument,

As the Goat Said when he Butted the Mule,

suppose you walk at a natural pace over sand, where your footprints can be seen, or if more convenient follow one of our great nineteenth century mud makers, the street sprinkler. Retrace your steps and observe the width of your tracks. To be more exact, draw parallel lines through the imprints made by your respective feet, and measure the space separating these lines. Now measure the width of your machine from center to center of pedals. The tread of your bicycle is correct just to the degree these measurements correspond. Let that stand as an axiom, if our mechanical experts please. In other words, if the width of your natural steps and the width of your pedals are the same, then you have the tread that affords you

A Natural, Unrestrained Action of Legs and Feet,

and, ergo, exactly the tread that you require. There can be no apparent reason why we should have to go awheeling with our legs either spread out abnormally or cramped into a bowlegged position. It seems to me a sensible solution of the long mooted tread problem may be found in the simple demonstration I have given.

But if my homely theory is amiss, let the mechanical expert kindly step forward and explain wherein it is amiss; let him state and demonstrate how much nearer our feet must approach a rope-walking position than at present. There are many thousands of innocent riders who have heard and read so many conflicting statements of makers and salesmen on this subject that they

Think all Ananiases are Little George Washington's,

and vice versa, and if any one is competent to settle this question for all time, he can command their everlasting gratitude and admiration. If it were practicable I would go even further in the direction of rational position, and suggest the manufacture of pedals with eccentric foot plates, so that instead of always pointing rigidly due north or south the rider's toes might incline toward some of the intermediate points of the compass, if nature gave them a tendency to do so.

Since the institution of the midwinter cycle show we observe that there is less advertising and more sociability at the annual League meets; less rivalry and more good-fellowship. This is as natural as it is gratifying. Most of those who attend these meets are already supplied with wheels;

They Want to Enjoy an Outing;

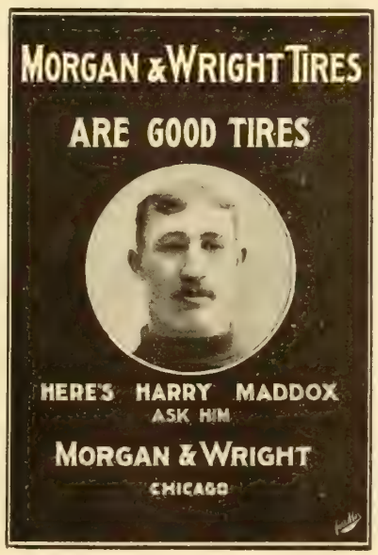
they want to meet other wheelmen and wheelwomen from all parts of the country; they want to see good racing. In short they want everything that is exciting, novel, recreative, and entertaining except a midsummer cycle show.

Last year at the Denver meet little or no business was done. At the Brown Palace Hotel one of the smaller makers did, indeed, establish himself comfortably in the rotunda at a desk furnished with order blanks and writing utensils prepared for business. Nature having endowed him with very good features, the comment was general that he made a very pretty picture against the background of some of his choicest wheels. How an inveterate player at solitaire would have coveted his position, his perfect security from intrusion. It has been said since that he actually found leisure,

Between Business Deals,

to write enough double-page ads. to last a year in advance.

The angular manufacturer of the Kickshaw bicycle opened headquarters in a vacant corner store, stuck three or four machines around, plastered the walls with startling signs, and tried to inveigle the passing wheelmen in from the sidewalk by means of lottery tickets and other allurements, but the place was tabooed and finally closed.



Speaking of League meets, who that appreciates the good things of life can think of them or hear them mentioned without becoming reminiscent. Some of them have been disappointing, perhaps, but on the whole they have given wheelmen their full measure of fun and recreation. If a history were made of the events of all of them, from Newport down to the present, spiced with all the funny incidents of each,

What a Rare Volume That Would be!

This reminds me of a minor but laughable incident that occurred at Kansas City last year while a carload of Chicago excursionists was waiting for connections to Denver. One of the party is possessed of the most astonishing vocal powers. By means of some occult manipulation of his speaking tubes, he can render a very fair imitation of the music of a calliope or any æolian instrument from his mouth, but, while the sounds are somewhat ventriloquous, they are not entirely so, and the absence of a mustache makes a movement of the lips discernible. The station was swarming with people. Here was an opportunity the tradesman could not resist, and he put forth one of his best efforts. Some thought

The Mysterious Music

was produced by the steam of a locomotive, and others looked in other directions, curious and perplexed. But a few had noticed the source of the sounds, and one of these was a baggage hustler who was trundling a truck with his hands while watching the musician with his eyes. The music ceased, and the performer remarked, with apparent interest, as if to distract attention from himself, "Hello, what have we here?" Looking straight at him with a sardonic leer, the baggage man replied, "Oh, not much of anything, I guess." The reply and the grin, and especially the inflection on the words, were irresistible. There was ginger ale on the other side of the street. That was a case where the piper paid himself. I am told that for want of practice the manufacturer has almost lost his pet accomplishment since then.

Then there was Sheridan, of Illinois, in that same excursion party. Along in the afternoon the train began pulling us through that blasted, drought-stricken district of southern Kansas.

The Temperature was 104 Degrees in the Cars.

With the windows closed the air was stifling, and with them open the blasts of sand and hot air were strangling. Stripped to his shirt, poor Sheridan finally succumbed and slept near an open window in the smoking compartment. When he awoke at the end of half an hour his hair and whiskers were several degrees more sandy than ever before. Volumes of dust and perspiration had transformed a handsome lawyer into a spluttering, bedraggled tramp. He told me afterward that he had suffered more in that half hour than in all the rest of his life. He dreamed that he had refereed a road race in Hades, where all the contestants wore horns and tails and flaming red suits, and rode fiery wheels; that the riders dishonestly cut the course, and that the dust that arose when he investigated the matter and disqualified some of them was so great that he felt suffocated—and in that state of mind he awoke. Dreams are sometimes more portentous than we think.

HOLLAND.

MORGAN AND WRIGHT WINNINGS.

JOHNSON AT WALTHAM AND TORONTO.—John S. Johnson covered one mile in 1:58⅘, competition record, at Waltham, Mass., July 4. On July 1 Johnson surpassed all previous world's records at Toronto in 1:59½.

BROKE THE RECORD AT LOUISVILLE, KY.—B. W. Twyman broke the American twenty-four-hour record by making 407 miles and 85 yards. He made the first mile in 2:31.

TWENTY PRIZES IN THE SOUTH.—Fully a score of victories were made by M. & W. tires at Louisville, July 4. Among the winners were Joe Skelton, who took time prizes in the ten-mile road race; H. Van Herik, who took first and made a Class B novice record of 2:06⅗ in the one-mile race of that class. De Cardy, Van Herik, and Skelton took first, second, and third in the quarter-mile open. Bowler and Weage won the mile Derby. De Cardy rode an exhibition mile in 1:56⅗. Skelton rode an exhibition half in :58⅘.

INDIANAPOLIS, IND.—Arthur Lumsden, of Chicago, won first in half-mile in 1:14, first in one-mile in 2:35⅗, and first in two-mile in 5:15; all on M. & W. tires.

THE GREAT WAUKESHA.—In the Waukesha-Milwaukee 17½ mile road race, Mertens, of St. Paul, won time prize in 45:32. Geo. Schmidt won first place from the 9:30 mark.

AT EVANSTON.—In the Monarch Cycle Club ten-mile road race, M. Green won time and second place in 31:22 from 1:30 mark, and R. J. McDonnell won second time and third place from scratch, both on M. & W. tires.

A BUNCH FROM NEBRASKA.—At Kearney, in the quarter-mile open, W. A. Pixley took first. In the half-mile open, A, Carter, Hayman, and Nelson took first, second, and third places. In the one-mile state championship Hayman took first, and in the two-mile handicap, A, Pixley took second. Mills won second in the five-mile open B.

IOWA HEARD FROM AGAIN.—At Ottumwa, Bert Repine won prizes in

half-mile open and in two-mile handicap. Barnett also secured some honors. At Davenport, C. T. Boyschau, Jr., secured first in quarter-mile, first in half-mile, and second in two-mile handicap; all on M. & W. tires.

FROM BUFFALO, CANTON, MORRISON, etc.—Coulter won second in half mile and also in mile open, B; Luce and others secured honors at Buffalo; Kliners took second in half-mile state championship and first in three-mile lap race. Shimp won first in one-mile club championship at Canton, Ohio, where several other prizes were won on M. & W. tires. At Morrison, Ill., M. & W. tires carried nearly 50 per cent of the riders to victory; while at Chattanooga, Tenn., and Marinette, Wis., these tires carried off a large proportion of the prizes.

FIRST FIVE MEN IN.—At Champaign, Ill., July 4, in the five-mile road race, the first five men in rode M. & W. tires. In the Ft. Wayne five-mile road race M. & W. tires took the first three places and first time. At Rockford, Ill., over 33 per cent of the winners rode M. & W. tires.—[ADV.]

WASHINGTON TRADE HUMMING.

WASHINGTON, D. C., July 6.—Trade is humming and new stores continue to open. The last one to do so is that of S. S. Fraser, 503 G Street, N. W., who will carry the Zimmy and Shirk.

Harry S. Jones, of the Washington office of the Crescent Cycle Co., reports business good, but he contends that if Washington had cobblestone streets instead of concrete, bicycle sales would be enormous. As it is, every man who wants to ride a bicycle is easily satisfied with an "old scrub," which he can get very cheap, and which answers the purpose equally as well as a new wheel.

The suspension of the police regulations in the case of letter-carriers, exempting them from carrying lights on bicycles at night, has been the cause of much comment. The commissioners formed the regulations in question for the safety of the public, and yet they have waived its enforcement as regards one class of cyclists. Commissioner Ross states that the regulation was suspended after due consideration. "Letter-carriers are a very careful class of riders," he says, "and the commissioners

"Have Never Heard of their Injuring Any One.

Their duty calls them to make midnight and early morning collections, and being a special mark they are apt to be attacked and robbed by footpads. Again, without a light they may be able to assist the police in detecting and preventing crime."

A visitor at the capital made the statement the other day that he was considerably astonished, while taking a stroll in the fashionable quarter of the city, to observe a Chinaman astride a bicycle. "He was the first Mongolian I ever saw mounted on a wheel. Evidently he was connected with the legation of his country here, his costume proclaiming his rank. He rode with as much skill and grace as any one, and managed his machine like an expert. After this I shall take issue with any man who asserts that the Chinaman is unprogressive."

That the wheeling fever has struck Washington is each day more powerfully evidenced. Conspicuous among the latest enthusiasts is Mrs. Stewart, wife of the millionaire Nevada senator, whose beautiful castle on Dupont Circle has long been

One of the Show Sights of the West End.

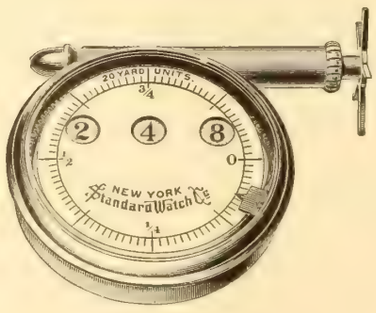
The determination of Mrs. Stewart to take up cycling has given rise to considerable comment among her intimates, and the official world yet remaining in town is eagerly awaiting the day when she will venture forth, independent of the warnings of the more prudish. The fact that the senator has just had forwarded from California a new victoria for his wife's use does not seem in the least to show that she intends being deterred from her purpose. This addition to their large stable now makes the eighth vehicle they have in use.

Secretary Pugh, of the Washington Young Men's Christian Association, says that the information from Bridgeport, Conn., to the effect that the Y. M. C. A. branches had decided to "buck" the League of American Wheelmen, either misstated the attitude of the Bridgeport officials or else they spoke most universally. "Our association," Mr. Pugh says, "has conducted its races under the sanction of the League of American Wheelmen, and will probably continue to do so. There has been some talk, however, of the Young Men's Christian Association organizing an association to control their own events, not in any antagonistic spirit to the League of American Wheelmen, but because their organization may not and sometimes does not see things as they are received from our standpoint. Should the League of American Wheelmen arbitrarily or unjustly use its authority over Young Men's Christian Association events or wheelmen, the two might come into conflict, but that contingency is remote. We have 250,000 members in the union and if all the bicycle riders in that membership withdrew from other organizations, I imagine they would easily make a larger organization by themselves than any now existing."

SIEG & WALPOLE CO. BUYS A FACTORY.

KENOSHA, WIS., July 9.—The Sieg & Walpole Mfg. Co., of Chicago, have purchased the Lane plant of this city, and will occupy it at once for the manufacture of bicycles. It will employ from 200 to 300 men. The cost of the plant to the Chicago firm was $25,000, including machinery which originally cost $75,000 to $100,000.

None used it but to love it—



None named it but to praise!

WILL REVOLUTIONIZE THE TRADE.

SYRACUSE, N. Y., July 9.—Should the idea of a local manufacturer on the construction of a cheap and servi eable bicycle ever materialize there will be a revolution in the trade such as no being ever imagined. For several months now a well-known maker in Syracuse has been experimenting secretly on the practicability of using seasoned hickory in the frame of a bicycle. Where he got this theory he will not say, but it is a matter of record that now in his establishment a wooden frame bicycle is undergoing all sorts of experiments. Taken from a standpoint where

The Future of the Wheel

is concerned, the expressions regarding this invention are that one thing alone stands in the way of its complete success. The feature in question is that which has long been a matter of speculation with builders of bicycles, the rigidity of the frame at the crank hanger. While this wooden bicycle has stood severe tests by holding together under all sorts of conditions it is plain to see that the main essential is lacking.

The inventor stated that possibly this might be overcome by tubular joints and an experiment with this in view will shortly be made. In a conversation recently the gentleman stated that if the idea could be made correct it

Would Lessen the Cost of the Bicycle

to such a degree that nine-tenths of the concerns in the country would have to adopt it or retire from the field. In the opinion of a critic this wheel could be retailed at $40 and still leave a field for a cheaper grade. Its chief weakness, however, is the crank hanger, and if this is ever perfected there is apt to be some excitement in the manufacturers' little world.

ECLIPSE FACTORY GOES TO ELMIRA.

ELMIRA, N. Y., July 7.—The Eclipse Bicycle Co. will move its factory from Beaver Falls, Pa., to this city. The works will be located on the extreme northwest corner of the Industrial grounds on ten acres of improved land. The large factory erected two years ago for a hosiery mill is included in the deal, and will be used by the company. The ladder factory and Fegley's saddlery factory will be removed from the plot to other suitable locations on the factory sites.

The plans for the company's main building are completed by Pierce & Bickford, and the contract for its erection let to C. A. Allington. The specifications call for a two floor brick building 700 feet in length, 50 feet deep, and fitted with patent fire sprinkling apparatus. The entire plant will be heated by steam.

THE BROWN SADDLE.

One of the most radical inventions that has appeared this year, and which is meeting with much favor, is the Brown patent wood bicycle saddle. The saddle is very neatly made, being all hand sewed over a base of wood. It never stretches out of shape, and is as comfortable as a rocking-chair. It



is made upon the most approved anatomical lines, and saddle soreness is impossible. Being perfectly rigid, there is none of the chafing common to a soft leather saddle, and from its construction it can not be broken. Many of the Denver Wheel Club party at Asbury Park are using them and are loud in their praise of what they consider a perfect saddle.

Will Use a Paper Rim.

The Crown Cycle Co., of LaPorte, Ind., started up this week, and forty men are now busily engaged in turning out Crown bicycles. The Crown is strictly high-grade, among its features being a paper rim, made of strips of rope manila paper wound on a spool and shaped as wound. M. D. Smalley, late of the Plymouth Cycle Co., is superintendent, and D. F. Michael, of LaPorte, is manager. The officers of the new company are: Ellis Michael, president; Hallett H. Kessler, secretary-treasurer, and Julius E. Long, vice-president.

ALL RECORDS BROKEN

from 100 miles up

ON A TRIBUNE RACER

with M. & W. tires.

B. W. Twyman rides 407 miles 84 yards in 24 hours,
breaking all records for this distance.

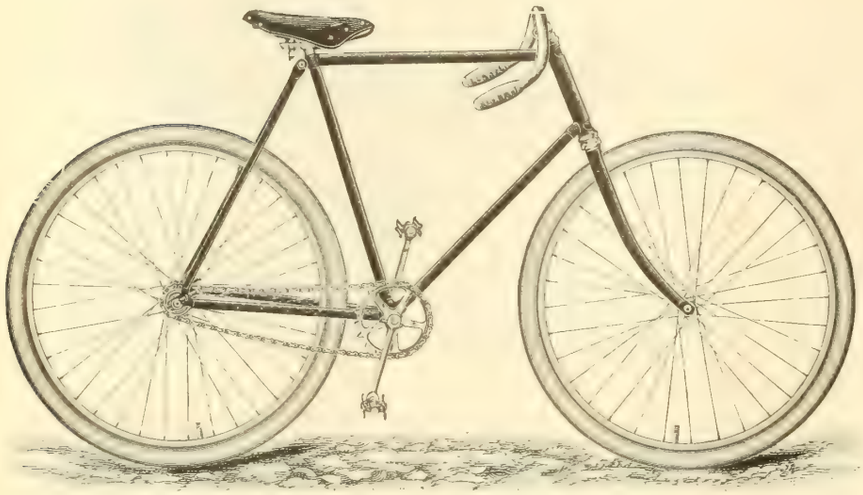
IF YOU WOULD WIN, RIDE THE WHEEL WITH THE CYCLOIDAL SPROCKET.

THE BLACK MFG. CO. = ERIE, PA.

ALEX H. REVELL & CO., Chicago Agents.

NO FIRE OR RED LETTER SALE

A LEGITIMATE BUSINESS OFFER.



We will sell to the trade a limited quantity of our

"SPECTRE SPECIAL" BICYCLES

Guaranteed to be high grade and warranted.

$50 NET CASH.

THE HENRY SEARS CO.

110-112 WABASH AVE., CHICAGO, ILL.

Mention The Bearings

Behold the lily!
He toils not, yet he spins.

He cometh like a
Great army to victory.

And he Rides.....

The Andrae

Waukesha-Milwaukee Road Race--
1st, 2d, 3d, 4th, 6th, and 8th places.

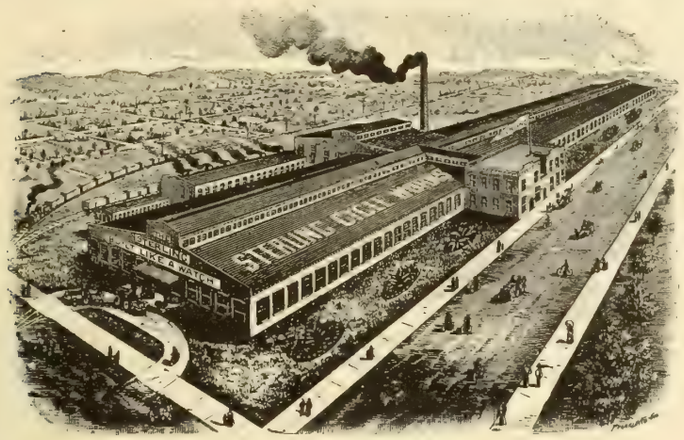
Julius Andrae & Sons Co.

Milwaukee, Wis., U. S. A.

Mention The Bearings

STERLING'S NEW FACTORY.

The accompanying cut shows the new factory of the Sterling Cycle Works, at Kenosha, Wis., which is to be completed by August 1. It is believed by the Sterling people that the manufacture of bicycles can be best accomplished in a factory entirely on one floor, which is of course a



sacrifice of enormous ground space; but they have spared themselves nothing to accomplish what to their minds is a step in the right direction. This plant covers almost six acres of ground, the main building being 100x500 feet, additional buildings being 132x70 feet, 100x40 feet, and several minor buildings. It is probably the only cycle plant constructed this way, and the interior equipments will be in keeping with all modern developments.

TRADE HAPPENINGS.

BERWICK, ME.—The Boston Wood Rim Co. has been incorporated to manufacture wood bicycle rims. Capital stock, $125,000. W. W. Stall, of Boston, Mass., is president of the company.

FULTON, N. Y.—The Hunter Gun Co., maker of the L. C. Smith gun, contemplates manufacturing bicycles, and is now making preparations for that purpose.

CHICAGO, ILL.—The Climax Cycle Co. has been incorporated by L. T. Alton, F. N. Goulding, and John Hurley, to manufacture bicycles. Capital stock, $1,000,000.

WORCESTER, ARK.—J. L. Pearson & Co., bicycles, etc., reported succeeded by H. Robinson.

SYRACUSE, N. Y.—The John Lighton Machine Co., manufacturing bicycles, appointment of receiver reported.

NEWCASTLE, PA.—The Eclipse Bicycle Co., of Beaver Falls, Pa., is reported to be negotiating with a view of removing its plant to this place.

MASSILLON, OHIO.—F. H. Snyder & Co., bicycles, reported to have been succeeded by F. H. Snyder.

OMAHA, NEB.—Omaha Bicycle Co. appointed agents for the Peerless bicycle.

CHICOPEE, MASS.—The Lamb Mfg. Co. is preparing to make an addition to its plant, to be devoted solely to the manufacture of bicycles, having a capacity of 20,000 wheels per year.

WASHINGTON, D. C.—S. S. Fraser, bicycles, has opened new store at 503 G Street, N. W., and is carrying the Zimmy and Shirk wheels. He will do a livery and repairing business.

SPRINGFIELD, OHIO.—Springfield Cycle Co., J. F. Funk reported to have withdrawn from the company.

HARRISBURG, PA.—J. W. Meixell & Co., manufacturers of bicycles, reported as having given judgment for $900.

COLUMBIA, S. C.—J. W. Mixson & Co., bicycles, etc., opened new store and are agents for the Triangle and Peerless. They will do a bicycle repair business, and have added an enameling outfit.

LYNN, MASS.—G. L. Tyler & Co., bicycles, dissolution of partnership reported.

GRAND RAPIDS, MICH.—Homer L. Boyle, William Chambers, and others are reported to be organizing a company to manufacture bicycles. Mr. Boyle was formerly a designer for the Pope Mfg. Co., and he and his associates own several patents. They are reported to have secured factory facilities, and will turn out 100 experimental wheels on an entirely new line.

LA PORTE, IND.—J. M. Bryant and others are reported to be organizing a company to manufacture bicycles from a new model, the special feature of which will be the fact that the rim will be built of papier mache.

WILLIAMSPORT, PA.—The Circle Cycle Co. has opened a new bicycle store at Eighth Avenue and F Street, and will also have a branch at Mower's pavilion.

LOUISVILLE, KY.—Martin & Dressing, bicycles, at 626 Fourth Avenue; appointed agents for the Napoleon, manufactured by the Jenkins Cycle Co.

CANTON, OHIO.—John C. Dueber is arranging for the manufacture of bicycles of a high grade. The industry ill be located in the Dueber-Hampden Works, which are well equipped with machinery. A large number of people will be employed, and a large stock of wheels will be ready for next year's trade.

MARSHALL, MICH.—The Royal Cycle Works will enlarge their plant, and treble their capacity. The company states that business has more than doubled during the past year.

RICHMOND, VA.—Watkins Hardware Co. is inviting correspondence with bicycle manufacturers, looking to establishing an agency.

MONMOUTH, ILL.—The Monmouth Cycle Mfg. Co. has been incorporated by M. C. Soule, F. R. Harding, J. H. Chattee, C. A. Perley, and R. Loham. Capital stock, $10,000.

CHICAGO, ILL.—The Czar Cycle Co. has been incorporated by Park E. Simmons, 164 Dearborn Street, Carl E. Gibbon, and James H. Burbank, to manufacture cycles. Capital stock, $15,000.

Sparkline is a new compound for cleaning, polishing, and preserving a wheel, put up by C. Goldzier, 71 Metropolitan Block, Chicago. Wheelmen who have tried it pronounce it excellent. It is put up in a pad, and sells for ten cents.

GOOD MECHANIC WANTED.

A first-class man, capable of taking entire charge of small factory. Mention references, and state length of time in business and salary wanted. Apply to Q, care "Bearings."

The Michigan Central, the great Niagara Falls Route, will make the same rate as the other through lines to the national meet at Asbury Park. This is the only road running in full sight of Niagara Falls, and the views to be had from the train are of the grandest description. Cyclists are cordially invited to attend the national meet by this route. For further particulars address L. D. Heusner, Passenger and Ticket Agent, 119 Adams Street, Chicago. * * *

"OH! I DON'T CARE



What I buy, what I sell, or what I trade for." We don't want this style of bicycle agent or purchaser. We want a man that takes pride in the QUALITY of the bicycle he sells. This is equal to saying that we want good Keating agents.

FREE CATALOGUE . . . .

WHAT IS YOUR ADDRESS?

Mention The Bearings KEATING WHEEL CO., Holyoke, Mass.

The Everett House

is headquarters for all bicycle travelers.

Everett House, Union Square and 17th St., NEW YORK.

....1896....

SUPERB



Advance models ready for immediate delivery. 2c. stamp informs you regarding terms. We sell close for cash.

Ralph Temple Cycle Co.

2208 Michigan Ave., Chicago, Ill.

The Clifton House is Headquarters for all Wheelmen....

The MANUFACTURER, TRAVELER, and RIDER all stop at the Clifton in Chicago.

Cor. Wabash Ave. and Monroe St.

A couple minutes walk to Cycle Row.

THIS IS THE ORIGINAL

PEPPERMINT FLAVORED

CHEW WHITE'S YUCATAN GUM.

CHEWING GUM

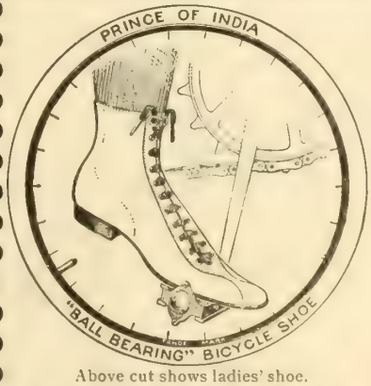
To relieve the distressing pains of

DYSPEPSIA AND HEARTBURN.

CHEW FOR 20 MINUTES AFTER EACH MEAL. INDISPENSABLE TO CYCLISTS AND TOURISTS.

The only chewing gum factory open to visitors at all times.

W. J. WHITE, SOLE MANUFACTURER, CLEVELAND, OHIO, U. S. A.



Above cut shows ladies' shoe.

"BALL BEARING" Bicycle Shoe

FOR MEN AND LADIES

"Fits and feels like a glove." Made of celebrated "Prince of India" leather, with flexible corrugated soles. Pratt Lace Fasteners fasten laces without tying. All sizes, for men and women.

Price, Black, $3; Tan, $3.50.

Sold by leading shoe and sporting goods dealers, or sent prepaid on receipt of price.

CYCLE SHOE CO., Retailers, 205 State Street, CHICAGO.

C. H. FARGO & CO., Mfrs

Mention The Bearings

Honors for the Monarch.

At Ottumwa, Iowa, July 4, Barnett, of the Monarch team, won the half-mile heat, Class B and was third in the Class B, mile handicap and quarter-mile open. At Jefferson, Iowa, July 4, Cooper, of the Monarch team, won the mile open, Class B, and the quarter-mile open, Class B. On the 5th, at Jefferson, Cooper and Barnett won first and second places respectively in the half-mile open, Class B, while in the two-mile open, Class B, their positions were reversed. At Indianapolis, July 4, Lumsden and Levy, of the Monarch team, won everything in sight, the former placing three firsts to his credit and the latter two seconds. At Jefferson Barnett lowered the Iowa state quarter-mile record of :30, to :28⅘. He also broke the one-mile, Class B, state record of 2:17 unpaced, held by himself, clipping off 6⅗ seconds, making a new record of 2:10⅖.

Something Nice in Tandems.

Riders who are looking for something handsome in the way of a tandem should examine the new Peerless, which has just been placed on the market, made in either diamond or combination frame. The Peerless Mfg. Co. has had so many orders for single machines that it has not been able to get around to tandems before, but it is now prepared to ship in about a week from receipt of order. The double diamond frame machines are splendidly braced, with a 66-inch wheel base, and new double chain steering by which either or both riders can steer and which has no projecting angles or bars to catch. The tandem is handsomely finished in brilliant blue enamel, richly striped with a carmine lake, and is a beauty. Although it weighs but 38 or 39 pounds, it is one of the stiffest framed and easiest running machines of its kind that the season has produced.

McCredy's Opinion of the Liberty.

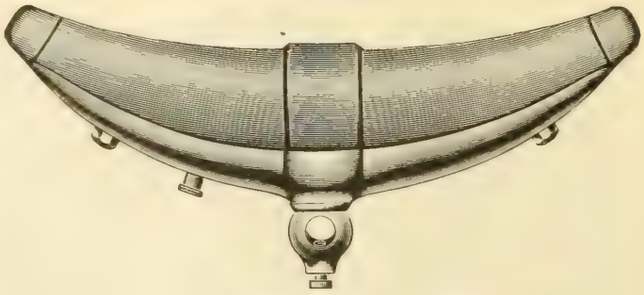
At least one American built cycle has impressed R. J. McCredy, of the *Irish Cyclist*. In the issue of that paper of June 19 appears the following:

The Liberty bicycle brought over by Mr. Pedlow, of the Liberty Cycle Co., of New York (who is a brother of the well-known Bessbrook hurdle racer of that name), has been in our care for some days past. After riding it some considerable distance over county Dublin roads, we find it wonderfully rigid, and to run sweetly for a mount weighing something less than 22 pounds. It is a typical American machine, closely built, with short wheel base, 18 inch cow-horn handle-bar, and, of course, the inevitable wooden rims. A very neat type of hub is fitted with projections to relieve the tangent spoke ends, something after the style of the St. George's Engineering Co.'s wheels, so that the spoke runs straight from the hub to the rim.

"Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago. * * *

The *Velosport-International*, of Bale, is forming a union of Swiss cycle manufacturers and agents.

THE BUNKER
PNEUMATIC SADDLE



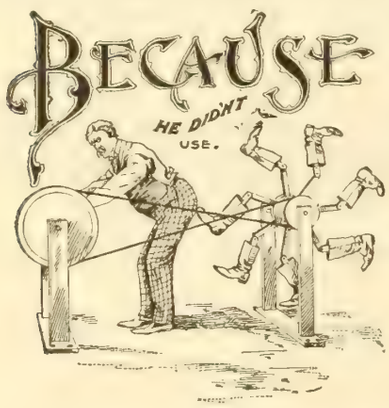
IS HIGHLY RECOMMENDED BY PHYSICIANS.

ABSOLUTELY SAFE AND DURABLE. NO CHAFING WHATEVER.
NO INJURY TO THE PERSON.
NO WEAKENED OR PARALYZED ORGANS.
NO FRICTION OR DEFLECTION OF MUSCLES.
PERFECT FREEDOM OF KNEE ACTION.
NOTHING INTERPOSED BETWEEN THE LIMBS.
RIDERS DEVELOP GREATER SPEED ON THIS SADDLE.

LIBERAL DISCOUNT TO THE TRADE.

THE BUNKER SADDLE CO.,
208-210 E. Lake St., CHICAGO.

Mention The Bearings



WOOD RIMS coated with GLIDDEN'S TRANSPARENT WOOD ENAMEL never wear out. BICYCLE FRAMES coated with GLIDDEN'S PROTECTIVE BLACK always look good as new. BICYCLE ENAMELS made in all colors. Write for prices and information to the ORIGINAL and ONLY MANUFACTURERS.

THE GLIDDEN VARNISH CO.
CLEVELAND, OHIO.

Put up from Quarter-Pint Can to Barrels.



GLIDDEN'S PROTECTIVE BLACK and GLIDDEN'S TRANSPARENT WOOD ENAMEL.

RIDERS, ask your dealer for a can and accept none but the ORIGINAL GLIDDEN BRAND.

A DIFFERENCE OF OPINION IS OFTEN THE ONLY DIFFERENCE BETWEEN TWO WHEELS.

If you want to form a good opinion we can assist you.
Just examine the lines and between the lines of

THE JAMES AND GLADSTONE

NO BETTER ON EARTH.

JAMES CYCLE IMPTG. CO., 103 ADAMS STREET CHICAGO.

Mention The Bearings

THE BEARINGS

THE CYCLING AUTHORITY OF AMERICA

Vol. XI

No. 25

CHICAGO, JULY 18, 1895.

MISSOURI RECORDS LOWERED.

State Record Table Altered at the Pastime's Meet at St. Louis—Maxwell Rides Under Two Minutes.

ST. LOUIS, MO., July 15.—Notwithstanding the fact that scarcely a handful of people attended the benefit race meet for the employes of the defunct Pastime Club, the meet was very successful as far as the racing went. The weather was all that could be desired, the track was in fine shape, and the result was that the state record table was altered very materially. F. W. Buckley, a youngster approaching his fortieth year, was the one to start the ball rolling by lowering the one-third mile competition state record to :46⅗ from :49⅖, where it had been placed by O. P. Bernhardt, of Toledo, in the circuit race meet here last August. Another competition record to go was the mile Class B state record and "Easy" Anderson was the one who did the trick, starting from scratch in the mile handicap, and winning the race in 2:13⅗, knocking 2⅖ seconds off the previous record held by Will Coburn.

A Striking Contrast to this Record Breaking

was the novice race, in which the starters rode as if they were on a club run, taking nearly two minutes to cover the first third of a mile. The referee called them off and ordered the race run over, placing a three-minute time limit on it. F. H. Nagel won handily in 2:44.

Another event on the programme that had attracted considerable attention was the two-third-mile handicap for riders over 38 years of age. The starters were Julian Laughlin, 200 yards; C. Schilling, 25 yards; Bud Weaver, 10 yards, and F. W. Buckley, scratch. Laughlin's handicap was out of all reason and he won easily in 1:35, with Buckley second.

In the half and mile Class A handicap, the handicapping was excellent, as the limit and scratch men rode down the stretch neck and neck, with the entire field bunched around them. The mile was especially fine and was won by George Hellmich from the eighty-yard mark in 2:15,with Bert Harding second from scratch, right on his rear wheel. Unfortunately no watch was held on Harding or he would have gotten the mile Class A state record.

Maxwell Lowers the Mile Record.

"Reddy" Maxwell made a successful onslaught on the paced (state) mile record of 2:02, held by "Dute" Cabanne, placing it at 1:58. Joe Howard sought to lower the Class A state record for a mile, 2:17⅖, held by himself; and paced by the tandem team he did 2:03⅖, and but for a poor pick-up would have bettered it, as he beat the tandem team out at the finish Eugene Devoy then took a turn at record breaking. He is a new man on the path but is well put up and rides with good action. What he is capable of with careful training is shown by the fact that he lowered the half-mile state record from 1:04 to 1:01⅖.

The Associated Cycling Clubs are making preparations for the daylight parade on August 3 and the diamond tournament on August 24. In the former they expect 2,000 wheelmen in line. A military and a letter carrier division will be features of the parade.

Ross Miller, formerly of Wichita, Kan., but now located here, went on a record hunt yesterday and made new figures for the 25, 50, and 100 mile state road records. His time for the 25 miles was 1:10:00; for 50 miles, 3:15:00, and for 100 miles, 7:00:00, beating the previous best by 35 minutes.

CHICAGO ROAD EVENTS.

Four club road races were held in Chicago last Saturday. The Lake View's five-mile race was won by T. W. Spoerer from the 1:30 mark in 13:00. O. F. Bohman won time in 12:06. J. Lyons, six minutes, won the five-mile race of the Calumets in 18:16; W. Boone, scratch, winning time in 13:15. The Columbia Wheelmen's five-mile race was won by R. R. Fletcher, 1:30. The Æolus C. C.'s sealed handicap, five-mile race, was captured by F. Hoeft.

At the Garfield Park loop three attempts were made to break road records. The riding was very good and the riders are entitled to a great deal of credit for their rides, but they are in no wise entitled to road records as the course was over an excellent boulevard.

The first attempt was made by Joe Skelton, who was down to break the five-mile record. In his ride he was paced by a number of tandem teams, and at the end of his ride the time was given as 11:28. Immediately following this attempt Van Herik, of the Morgan & Wright team, came out for a ten-mile spin. The tandem pacing in this event was of the best, as the time for five miles of 11:13 will testify. The ten-mile mark was passed in 23:03, a very good ride.

The last trial of the day was made by Lawson, the "Terrible Swede," who was down to make an effort to get the record for fifty miles. He got away in good shape and rode a very good race. At the twenty-eighth mile he collided with the rear wheel of the tandem and was thrown. He was bruised a little on the left hip, and had his face scraped a little. He wasted no time in getting back on his wheel, and was soon hooked on the rear of the tandem. Twenty-five miles were covered within the hour, and the fifty-mile mark reached in 2:05:05. The total times for each five were as follows:

5 miles	11:40	30 miles	1:12:23⅗
10 miles	23:08	35 miles	1:24:51⅘
15 miles	35:14	40 miles	1:38:27⅗
20 miles	47:08	45 miles	1:51:56⅕
25 miles	59:31⅖	50 miles	2:05:05

COAST NEWS.

SAN FRANCISCO, CAL., July 9.—Now that the L. A. W. meet at San Jose is a thing of the past, the racing men will have a little time to enjoy the pleasures of cycling without having the cares of training to interfere with their enjoyment.

The meet was a great success so far as good racing goes, but it was not as well managed as races given by the Garden City Cyclers usually are. There seemed to be an over abundance of officials, all grouped in one place (around several pretty girls in the press stand), instead of being at their proper stations.

The riding of Charley Wells was a great treat and shows that he has the making of a champion in him. He now holds the same place in the hearts of California wheelmen that Otto Ziegler did before his departure for wider fields.

Wells is Riding as He Never Did Before,

and is taking the greatest possible care of himself. He will go to Salt Lake City within a week to enter the races there, and from the city of the Mormons he will probably take up the national circuit in company with his fellow Californians, Ziegler and Terrill.

Captain Dodge, of the Bay City Wheelmen, was presented with a handsome silver cup by the Imperial Club, of this city, last week, as a token of the club's appreciation of the brave act of Captain Dodge in rescuing William Detoy, of the Imperial Club, from drowning at the recent California Associated Cycling Clubs' picnic at Niles Canyon.

Eastern Trade Men on the Coast.

E. R. Lozier, son of the maker of the famous Cleveland bicycle, is in town, the guest of Fred Chandler, the company's manager for this coast. R. C. Lennie, of Morgan & Wright, is also in town in the interests of his firm. One sees "Morgan & Wright tires are good tires" stuck up in every conceivable place. The Bay City Wheelmen went on a yachting excursion on Sunday and Mr. Lennie was one of the guests. During one of the friendly scrimmages on board the tire man was hoisted to the top of one of the masts and while in that position what should he do but paste two or three of the familiar little stickers on the sail. He was loudly cheered for his advertising tact.

The state has at last taken up the subject of good roads in earnest. At a recent meeting of the board of prison directors it was decided to put in an immense rock crusher at Folsom prison which will be used to supply rock for road improvement. The state will sell the rock to the county governments and the Southern Pacific has quoted a table of rates for the transportation of the material to the different sections.

RAIN SPOILS THE RACES.

PROVIDENCE, R. I., July 13.—Rain again placed a damper on the Narragansett Wheelmen's races at Hills Grove, R. I. Three races were run, however, leaving the one-mile state championship postponed until July 27. Poor time was made, the track being very wet and heavy. J. Bowden won the novice in 2:33, H. B. Hills the half-mile open in 1:12⅘, and Hans Hanson the mile handicap in 2:38.

FROM THE BADGER STATE.

Races at Wausau, Columbus, and Cedarburg—Pennington's Latest Scheme—Milwaukee News.

MILWAUKEE, WIS., July 16.—The past week has been a busy one in racing circles in Wisconsin. At Wausau and at Columbus two-day meets were held at each place, and Cedarburg gave a meet on Saturday. The races at Wausau were the opening events of the Wisconsin Valley cycling circuit, and were well attended. A number of the fastest men in the state were present. A. M. Chandler, of Waupaca, established a new state record, covering a mile, paced, in 2:12¼. The mile novice on the first day was won by H. H. Evans, of Waupaca, in 2:41; the mile handicap by O. E. Virum, of Stevens Point, in 2:15; the quarter-mile dash by O. E. Virum in :34; the half mile boys' race by G. B. Pratt, of Minneapolis, in 1:20½; the half-mile open by O. E. Virum in 1:07½; the mile open, paced, by A. M. Chandler, of Waupaca, in 2:12¼; the two-mile handicap by Nels Anderson, of Waupaca, in 4:40: the mile open, William F. Sanger, of Milwaukee, in 2:24½.

The second day was as successful as the first. The half-mile, 1:30 class, was won by I. G. Chittenden, of Ripon; the quarter-mile open by O. E. Virum in :33½; the half-mile open by H. H. Evans in 1:06½, with a sixty-yard handicap; the mile, 3:00 class, H. H. Evans in 2:57; the two-mile open by I. G. Chittenden in 5:00; one-mile open by A. M. Chandler in 2:41; the five-mile handicap by Edward Harkins, Marshfield, 225 yards, in 13:18; the consolation half mile by Harry Hewitt, Menasha, in 1:44. Edward Roth and Harry Crocker broke the state tandem record by riding a mile in 2:09.

Races at Columbus.

At the Columbus races on the first day Walter C. Schrader, of Milwaukee, rode an exhibition half mile in 1:06½ with pacemakers. The mile novice was won by W. D. Campbell, of Waukesha; the half-mile open by W. C. Schrader, of Milwaukee, in 1:16¼; the two-mile handicap by W. D. Campbell, 200 yards, in 5:01; the county championship by Edwin H. Blumenthal, of Columbus, in 3:12. Milwaukee riders captured all the prizes on the second day of the meet. W. C. Schrader won the mile open in 2:34¼; A. Weilep the mile handicap in 2:36, with a seventy-five yard handicap; A. Bingenheimer the quarter-mile open in :35; A. Bingenheimer the five-mile handicap in 13:10, with a 225-yard handicap, and A. Kellogg, of Portage, the mile consolation in 3:04½. Henry Zerbel, of Milwaukee, undertook to break the five-mile record, but the wind was too stiff.

The Cedarburg Races were Local Events.

R. C. Kann, of Port Washington, won the mile novice in 3:05; C. A. Dockery the half mile in 1:16; C. A. Dockery the mile handicap, open to Cedarburg riders only, in 2:41; F. T. Wittenberg the two-mile open in 6:10; Albert Joachim the mile for boys in 3:09; C. A. Dockery the five-mile handicap in 15:25, and F. J. Behrens the mile consolation in 3:20. R. C. Kann, of Port Washington, established a quarter-mile record for Ozaukee County in :37.

Milwaukee society has organized a bicycle club which can only be joined by those who belong to the local "400." All members of the best of local society belong to the new organization. The very name will indicate that it is swell. It is known as the "Rise and Fall, or the Perpetual Motion Club." The following officers have been elected: President, Miss Elizabeth Black; vice-president, Mrs. Franklin Smith; secretary, Mrs. R. B. Mallory; treasurer, Miss Seaman. The club was organized the other evening at the Country Club house on the Whitefish Bay road. During the past few weeks numerous swell cycle parties have been given at the club, and on several occasions suggestions have been made that a club of the society members be organized. So far no bloomers have appeared at the club.

Walter C. Sanger is in the City.

He will remain here for several days, or at least until the trial of his brother-in-law, Robert Luscombe, a prominent local attorney—who is charged with the murder of Emil A. Sanger, brother of Walter—is concluded. The trial is now in progress, and Walter will be a witness for his brother-in-law, and testify that his brother frequently made threats against Luscombe. Sanger is not idle. He is training daily at National Park under Harry Fails, and is in good condition.

Alderman Starkweather, of this city, is drafting a bicycle ordinance which he will shortly introduce in the common council. He proposes to regulate the speed of riders and compel them to carry bells and lamps. A similar measure was introduced last fall, but it was allowed to die in a pigeon hole in the council chamber. The alderman says he will consult prominent local wheelmen before bringing the measure before the council.

An Agitation Against Toll Roads Has Been Started

in this state. At the last session of the legislature a law was passed authorizing the counties in the state to buy toll roads from the private corporations. A deal is now pending with the Fond du Lac toll road people for the purchase of the same by the county. Wheelmen are greatly interested in the outcome of the deal.

E. J. Pennington, the Chicago inventor, was in the city last week, and announced that he had organized the Chicago & Milwaukee Bicycle Railway, with a capital of $1,000,000—all of which had been paid up—for the purpose of building an elevated wooden road from the center of the city of Chicago to the center of Milwaukee. It is proposed to build the road sixteen feet in width and to spike the planks down lengthwise. A covering is to be built over the road and fences will be on the sides to prevent the riders from falling off. A toll of 10 cents is to be charged for the use of the road and Mr. Pennington thinks that the distance between the two cities

Can be Covered in Four Hours,

when the road is built, without the rider exerting himself. Local wheelmen place little credence in the scheme. The agitator of the plan says that if the company can secure the necessary franchises the road will surely be built.

The latest invention in the bicycle line is just out at Stevens Point. Arthur and Ernest Sustins have, during the past few weeks, been busy arranging bicycles in an entirely new combination. The innovation is a merry-go-round with wheels instead of the old-time horses. They use twenty six machines, all fitted with cushion tires. The wheels are arranged in pairs. They run on a track forty feet in diameter. The track, which is a curious and ingenious device to transmit power from the wheels, consists of two parts. The solid track is composed of two parallel platforms about twenty inches in width, and two-and-one-half feet apart, spiked firmly to the ground. The second part is a platform about eighteen inches in width that is movable, and works a little higher than the track, being carried around the circle by the power obtained from the wheels. The bicycles are united in pairs by strong braces which, passing under the movable platform, carry it forward. A guard attached to one end of the bracket-bar keeps the wheels in their proper positions.

WILL OUT-HILSENDEGEN HILSENDEGEN.

MINNEAPOLIS, MINN., July 15.—What promises to be the largest and best road race ever held in the northwest will be given the day before the national meeting begins. The race will be given by the Deere-Webber Co., and the prizes will be something unheard of before in the history of cycling in the northwest. The race will be run on August 12, the day before the national meeting. The course will be the boulevard at and around Lake Harriet, and the distance twenty-five miles. The start and finish will be in front of the pavilion, where thousands of spectators can witness the event. The first prize is given out as a horse, harness, and buggy all furnished with the necessary accessories, and valued at $400. The races will be patterned after the famous Hilsendegen races at Detroit.

Colonel Haskell, the business manager of the Minneapolis *Times*, is one of the latest converts to the wheel, and yesterday he celebrated his conversion by getting out a mammoth edition of his paper, twelve pages of which were devoted to cycling. The paper was a great success.

In connection with the state fair to be held here September 1, it is proposed to have as one of the features a bicycle carnival, in which all the wheelmen in the twin cities are to be asked to take part. A parade will pass down Nicollet Avenue which, it is hoped, will be paved with asphalt by that time. The scheme has the hearty approval of the mayor and the council, and will, no doubt, be carried through. The governor and his staff will review the parade. Nicollet Avenue will be brilliantly illuminated for the occasion by the merchants and business houses.

It was learned the other day that there was actually a movement on foot to build a cycle track from the city to Lake Harriet, this being the route most used by the wheelmen.

WASHINGTON MILITARY CYCLISTS.

WASHINGTON, D. C., July 12.—The Washington military cyclists, known at the National Guard headquarters as the Second Separate Company, turned out twenty-five men last Tuesday for a non-military ride to Cabin John's, where they partook of a fine supper given by the newly made captain, Samuel H. Wiggin. Speeches and songs were the order of the evening. The men returned to Washington by moonlight, having had a most enjoyable time. It has been understood that this organization, which, by the way, is the oldest enlisted company of its kind in the United States, had been mustered out, but the trouble has now passed, and under the management of Captain Wiggin is fast moving toward full membership. July 4, the company, under command of Lieutenant Libbey, made a practice ride to Laurel, Md., where they were met later in the day by Captain Wiggin, who took command of the company on the homeward trip.

Few know what can be done by expert cyclists on a ride under difficulties, though the Fourth of July march to Laurel might illustrate some of the possibilities. Halfway between Washington and Laurel Private Moulden met with an accident to his machine, breaking the forks short off. A halt was called, the broken bicycle divided into three parts, two men each taking a wheel, one the frame, and the fourth the rider himself. The march was then continued in good order to the destination.

Owners of office buildings are finding out that it pays to accommodate the clerks who ride wheels. Hundreds of bicycles are daily quartered in such buildings in Washington. Most of the department buildings afford ample accommodations for wheels, and not less than 400 department clerks use this mode of conveyance.

CLEVELAND'S TEAM PICKED.

CLEVELAND, O., July 15.—Ever since Louis Gimm was named as manager of the Cleveland end of the Pittsburg-Cleveland road race, and it was known that he was to pick the team of four men to represent this city in the contest, he has been besieged by applicants for positions on the team. He invited all who desired to compete to take a run over the proposed course as far as

Youngstown and return, a distance of 136 miles. The three riders making the best showing to accompany Gimm upon his trip to the Smoky City on Saturday next. Only eight men answered the call last Sunday and five of these succumbed to the fast pace long before Youngstown was reached. D. B. Cotton came in first at 8 p. m., closely followed by Gimm, Hutchins, and Von den Stinen. So these four will constitute the team.

Lakesides Find a Home.

The reorganized Lakeside Cycling Club have secured a handsome house on Clinton Street. It is an old-fashioned residence of two and one half stories with large and airy rooms, and, situated as it is on one of the best streets upon the West Side, the club will no doubt soon again regain its former strength and popularity.

The trustees of the village of Collamer (immediately adjoining Cleveland on the east) recently passed a law prohibiting the use of their sidepaths to cyclers on Sundays and after dusk on week days, unless a lamp was carried. Last Monday an amendment was substituted and after July 25 the

Wheelmen are Shut out Altogether.

As a fine of $50 and costs is attached, there will not be much sidepath riding. The trustees propose to construct a cinder path on the side of the road, next to the street car tracks, for the use of wheelmen, provided the wheelmen will shoulder a part of the expense. This will probably be done and the amount necessary made up by popular subscription, as the route is a favorite one and the road is heavy with dust in warm weather and the riding far from good.

LEAGUE WILL CARE FOR THE PROS.

ASBURY PARK, N. J., July 17.—The conference between the board of trade and the League special committee, so far as the racing question is concerned, resulted in a perfect agreement being arrived at. President Willison appointed a special committee consisting of himself, George A. Perkins, George D. Gideon, Albert Mott, and I. B. Potter to confer with the board of trade. Perkins kicked over the traces, declaring that the work to be done belonged to the executive committee of the League, and he absolutely refused to act with the committee, saying that he would share the responsibility with none but members of that committee.

The joint conference proceeded amicably and it was agreed that the League and board of trade should work in harmony; that the League should take charge of professional racing and govern it in practically the same manner in which it now governs amateur racing. A joint committee, consisting of the members of the Racing Board and racing committee of the board of trade, formulated rules which will shortly be made public. Other matters of minor importance were also discussed.

KIMBLE SCOOPED IN EVERYTHING.

LOUISVILLE, KY., July 15.—The bicycle races at Danville, Ky., on the 11th, were well attended and the finishes were very interesting notwithstanding that Owen Kimble, of this city, won the five open events and George Davisworth, also of this city, won four seconds. The races took place on the half-mile trotting track belonging to the county fair association. John Noonan won the mile novice, while the mile open, half-mile open, two-thirds-mile open, two-mile open, and five-mile handicap were won by Kimble, Davisworth running second in the first four and fourth in the latter. E. L. Pearce won the county championship.

RACED FOR CASH AT SAGINAW.

SAGINAW, MICH., July 16.—Walter C. Sanger was the hero of the day in the absence of John S. Johnson, who is confined to his room by sickness. In the mile open between Sanger, Tyler, and Wienig the first named won in 2:04¾. This lowers the record which Flying Jib made here two years ago, and gives the wheelmen the honors over the horse at Union Park. There was a mile handicap that went to Pat O'Connor, who rode from the 120-yard mark in 2:08, Coleman second, Wienig third, Tyler and Sanger on scratch, fifty yards back.



ZIM AFTER PROTIN AND HOUBEN.

NEW YORK, July 17.—It is rumored that Zimmerman has gone to Europe with the intention of getting on a match with Protin and Houben. Zim will stay in Europe until September 1, when he will go to Australia.

Dirnberger, it is said, will stay a month at Manhattan Beach track, going for records. Coulter and Ziegler have joined the Spalding team, the Yost team having disbanded.

Alderman Kirkbride was, of all the Asbury Park wheelmen, the most in evidence. Aside from having the work of attending to the track on his hands, he did more to entertain visitors and make them feel at home than all his colleagues put together. Those who partook of his hospitality will ever have for him a warm spot in their hearts.

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GEO. K. BARRETT, EDITOR.

REVISE THE RULES.

Chairman Gideon's ax is a wonderful instrument and in the hands of "Old Eagle Eye" has played sad havoc in the ranks of Class A. Heads have been lopped off regardless of who the owners were, and in every way possible the chairman of the Racing Board has striven to carry out the rules as laid down by the assembly. Mr. Gideon has been harshly criticised, but none have ever accused him of being anything but an honest man trying to obey orders. If those orders are severe it is not the fault of Mr. Gideon. The critics who have been so severe in their condemnation of Mr. Gideon's actions should remember the story about the piano player in a western saloon, who had the following sign above the piano: "Don't shoot the piano player, he's doin' the best he can."

Mr. Gideon has a hard job in carrying out instructions. That the racing rules sadly need renovating is recognized by all. The next assembly should delve deeply into these rules and change them so that the chairman of the Racing Board can enforce them without bringing down on his devoted head the wrath of the American press and public. One of the rules that needs doctoring is the rule governing the two classes. As it now is, a Class A man committing a misdemeanor is punished by being put in Class B. This latter class is supposed to be composed of the flower of the American path and we, like "President" Bates, fail to see why Class B should be made a convict colony. The Michigan sage holds that it should be an honor to be a B and that men should not be transferred except at their own request. If a racing man commits a misdemeanor he should be punished by being suspended or expelled, according to the enormity of his crime.

"President" Bates has in his time given League officials several valuable tips. His latest is one that should not be overlooked, for it contains several timely suggestions. If Class B exists next year stringent rules should be made, providing that a man guilty of violating League rules be suspended; that Class A men can not enter the higher class except at their own request, and then only when they have shown the Racing Board a clean bill of health.

ASBURY PARK.

It has always been customary in speaking of the last League meet to pronounce it "the most successful ever given by the League of American Wheelmen." Sometimes this has caused the editor's conscience (if newspaper men possess such a thing) to twinge a trifle, but the inclination to "jolly" the meet promoters has often forced the journalist to fib a little. But we do not have to do this in the case of Asbury Park. Denver gave the best meet known in League history up to August, 1895, but Founder Bradley's town has surpassed the western city, and has without doubt entertained the wheelmen as they have never before been entertained. Everything that the cyclists could ask for was theirs. They were treated to pleasant country runs, clam bakes, yachting trips, fine racing, while Mr. Bradley gave them the key to the ocean and let them frolic in the waves to their hearts' content. Pretty girls were provided and there were more than enough to go round. What more could you ask for?

But how did the visitors repay their entertainers for their hospitality? It makes us blush to think about it. That bicycle riders should so far forget that they were gentlemen, and act in the manner in which they did last Saturday night seems almost improbable. The gang of ruffians who turned Asbury Park upside down on the last night of the meet do not deserve the name of wheelmen. Hoodlums could not have acted worse. No doubt these gentlemen (?) thought it perfectly proper to tear down signs, break chairs, defy the police, and otherwise act like rowdies; but we do not. They deserve to be sent to jail, and we would not have blamed the police if they had arrested the whole crowd.

Outside of these disgraceful actions everything went off as smoothly as possible. Every one enjoyed himself and wished that the meet would last another week. Asbury Park will long be remembered by those who visited the place last week.

BEAUTIFUL RIVERSIDE.

RIVERSIDE, CAL., July 1.—This is the chief cycling town of southern California and one of the first cities of the far west to build a bicycle track. For years our quarter-mile track was the seat of the great contests of the southwest, but it is now too slow for the fast riders of even Riverside, and so we are building a three-lap track that is to be up to date. The eastern racing men will be asked to come out to the orange metropolis to train during the winter and spring.

In many ways Riverside has no rival in the wide, wide world. Who has not heard of Magnolia Avenue with its ten miles of double drive, bordered with wonderful tropical trees and its row of gigantic peppers down the center? Or Palm Avenue, lined with palm trees like a South American boulevard?

Then There is Beautiful Jurupa Avenue

with its palms, century plants, and fancy fashioned hedges. But these are not exceptions, for all the hundreds of avenues are alike beautiful, with running water on one or both sides.

Riverside is going to imitate Buffalo, Washington, and Paris and pave most of the streets with asphalt. Bonds have been voted almost unanimously, thanks to the missionary work of the wheelmen, and work is soon to begin.

Few of our eastern friends probably know that Riverside County is as big as the state of Massachusetts, and that Riverside, the county seat, is



the richest city per capita in the world; or that our climate is more pleasant all the year than Florida in winter, or that we have already this year shipped 2,222 car-loads of oranges to supply them with Riverside Navels and Mediterranean sweets.

The New Bicycle Track is Being Built

by the Riverside Wheelmen, which has been the strongest bicycle club in southern California for many years. The site of the track is on the corner of 1st and Locust streets, running back to 2d Street, and wider on Locust Street than at the other end, where there is an Arroyo (small canyon). The grand stand is to be on the north side, where there is a small mountain, and as the track lies on the side of this foothill a view can be had from the grand stand that is worth going miles to see. The track is to have a home-stretch forty feet, if not fifty feet wide, and the backstretch will be at least thirty feet, while the turns will be twenty-five feet in width, and banked about six feet. The banking on the straights is one in thirty-two.

In the view of Magnolia Avenue which accompanies this article an idea of this boulevard can be obtained.

On Each Side are Orange and Lemon Orchards,

while at the outer edge of the walks are irrigation ditches. Giant pepper and palm trees and century plants mark the edge of the walks and the beginnings of the drives, which are on each side of the center row of gigantic pepper trees. On the inside of the right-hand drive—coming from South Riverside—is the car line, which extends along this side of the avenue for ten miles or more. The avenue has been laid out on a straight line to the Temescal Mountains beyond South Riverside, but is not improved as much on that end as on the first half of the boulevard.

If a rider wears ordinary shoes, that is to say shoes not specially made for cycling, he should select those with as low heels as possible, and be careful to lace them to the top very tight and tuck in the end of the laces *and the straps.*

LEAGUE MEET OVER.

Every One had an Enjoyable Time at Asbury Park---The Venice Carnival a Success.

Eddie Bald Wins the Principal Events—Nat Butler a Surprise—Details of the Three Days' Racing.

ASBURY PARK, N. J., July 15.—It is all over now, or practically so. The adjourned races were run this afternoon, several other events having been added to make the programme a respectable one.

Those who attended this meet had a good time. There were fully as many wheelwomen as the most sanguine looked for, and they came in all kinds of costumes, rigs, and makeups. The parade had about 700 in line instead of the 10,000 looked for. Notwithstanding which the parade was great. The Venice carnival on Wesley Lake was all that could have been desired. The wheelmen's ball was a frost. Every one who went into the surf enjoyed that end of the sport splendidly. Those Rhode Island Point clam bakes were all that could have been desired. Intoxicants were as plentiful as the salt water in the ocean. Summer girls were as numerous as the sands of the beach. The scheduled runs to the various surrounding towns were well attended and productive of considerable fun.

The Denver Wheel Club held its own dances and stag rackets, formed a secret society known as the Holy Moses Sunday-School Association, and raised Cain generally.

Last week's BEARINGS reported the doings at the meet up to Wednesday afternoon, the story of the other events of interest, aside from the races, during the rest of the week being as follows:

WEDNESDAY.

The National Board of Trade of Cycle Manufacturers met at the Coleman House. It went into executive session at noon and was closely closeted until late at night, with the exception of a recess during the afternoon. N. H. Van Sicklen and Frank W. Sanger, managers of the Chicago and New York National Cycle shows respectively, were present regarding the exhibitions to be held under the board's auspices next January at the two cities. After the conference was all over, Secretary Frank, of the board, gave to the many pressmen who were awaiting some information a closely typewritten sheet of many words, but little satisfaction.

Among the many things decided upon, the following is about the gist of the story: Blanks inviting applications for space at the two shows will be issued about August 10. The allotments of space at the Chicago show will be announced October 2; for the New York show, one week later. It was deemed advisable to accept the invitation of the Cotton States Exhibition, to be held at Atlanta, Ga., from September 18 to December 31, this year. Manufacturers are accordingly notified that any exhibits made there will be sanctioned by the National Board.

Much merriment was occasioned when one of the members present asked if it was considered advisable to hold the Chicago show in Battery D Armory where it was given last year. When he was shown the diagram of the Chicago Coliseum Building, and told that five Madison Square Gardens could be placed inside the Chicago place, he mumbled something about his being an idiot, and resumed his seat.

There was considerable other matter discussed, but like all the best an l most readable news—that is not for present publication.

The L. A. W. Ball.

At the Asbury Park Auditorium, a huge place used for dancing, band concerts, and religious gathering, the National L. A. W. ball was given.

Five thousand people were expected to attend, but only about 600 were there to partake in the evening's enjoyment. It was ostensibly a full dress affair, all the League's officials and many of the rank and file appearing so attired; but the majority, like wheelmen generally do at League meets, cast all formality to the winds and came in their ordinary costumes.

Miss Kittie Knox, the Boston colored girl, who was probably most talked of of any one person here, danced every number on the order and added to her reputation as a clever wheelwoman by proving herself a model of gracefulness on the floor.

It was after 10 o'clock when the musicians arrived, many of those who had come an hour earlier to take part in the fun, growing tired of doing nothing before that time, and departing for the various hops in progress at the different hotels. By midnight every one who had stayed at the Auditorium was glad of it and the ball, which seemed to drag just a bit at the beginning, ended in a veritable blaze of glory.

The royalty of the L. A. W. was present in large numbers, the following prominent people, in almost every case accompanied by a lady, being noted: President A. C. Willison, Vice-President George A. Perkins, Secretary Abbot Bassett, Sterling Elliott, W. M. Brewster, Henry Goodman, Fred Patee, Guy P. Wilson, C. A. Dimon, Doctor Doolittle, F. Howard Tuttle, E. C. Bode, F. Ed Spooner, M. F. Dirnberger, Herbert Githens, A. I. Brown, A. L. Atkins, Frank T. Fowler, all the Asbury Park Wheelmen, about one-half the Denver Wheel Club's delegation, Frank Douglass, A. A. Zimmerman, H. C. Wheeler, C. H. and L. A. Callahan, Dixie Hines, H. L. Saltonstall, and enough others to make up the necessary 400 men, the rest of those present being of the fair sex.

Prominent Lady Riders Present.

Prominent among the wheelwomen who are in attendance at the meet are: Mrs. E. S. Merry, of New York, the good roads agitator and authority on what women should and should not don in cycling; Mrs. Charles M. Murphy, Mrs. Bolton, Mrs. Fred Burns, Mrs. F. Ed Spooner, Miss Ida Lloyd, Mrs. Frank Fanning, Miss Brooks of Baltimore, Miss Bridge, Mrs. Dauson, Mrs. Sterling Elliott, Mrs. Abbot Bassett, Mrs. Prince Wells, Miss Cavanaugh, Mrs. M. B. Macfarlane, Mrs. Arthur Zimmerman, Mrs. "Joe" McDermott, and Miss Bell.

Charles Harrison, of the A. P. W., captained this morning's run to Seabright and return, about twenty miles in all. The party, which numbered about ninety, of whom ten were ladies, left the clubhouse at 9:45 a. m., and rode over the famous Rumson Road route. At the Rutherford Arms, in Seabright, the party rested and partook of refreshments. Another stop was made for the same purpose at Pleasant Bay on the return trip. Asbury Park was reached in due time for the opening day's races.

A feature of this evening's fun was a straw ride in an old cart filled with straw, loaded with sleighbells, and drawn by a team of gray horses, which was taken by a crowd of Pennsylvania Cycle Club members. Nearly every hotel in the town was visited, where the club cry was indulged in to the shouters' delight. Here is the way the cry runs:

Gobble! Gobble! Razzle dazzle!
Hokey! Pokey! Wah!
Pennsylvania Cycle Club!
Siss! Boom!! A-h-h-h-h!!!

It is needless to say that every time a stop was made a big crowd surrounded the wagon and joined in the excitement.

An attempt was made by the Denver crowd to capture the huge gold lion which stands calmly in the front yard of the Wilson cottage, wherein the Monarch Cycle Co.'s headquarters have been established. The plot failed and the boys left with a vow that they would have it before the week ended.

THURSDAY.

Aside from the races, the Carnival of Venice on pretty Wesley Lake was the feature of today's entertainment. Wesley Lake, which is the dividing line between Asbury Park and Ocean Grove, is as neat a little body of water used entirely for pleasure purposes as one can find anywhere in the United States. It is about one mile in length by one-quarter mile wide and is as placid and clear as the picture, "Water at Rest." The lake fairly scintillated with the myriad of pleasure craft, none larger than a World's Fair gondola. Each boat was covered with Chinese lanterns of all shades and descriptions. The night itself was moonlight, which lent an aspect to the scene as near like fairyland as one ever gets in real life. The carnivals of Venice never equaled that scene on Wesley Lake from an enchanted standpoint. There was red, green, yellow, and blue fire. Colored lights, in fact, to burn.

There must have been 200 tiny pleasure boats, decorated with red fire and lanterns in the parade, which was judged by Abbot Bassett, Sterling Elliott, and Robert T. Gentle, New Jersey's chief consul. The judges of cottage and lawn decoration were "Happy Days" Pittman, C. A. Dimon, and H. L. Cossum.

A large number of wheelmen, under the leadership of W. D. Hawley, and preceded by the celebrated Sycamore band, marched to a convenient point on the banks of the lake, where they took up their stand and began at once to make Rome howl. The Denver boys did likewise, only more so, and the carnival came to an end amid the cheers of the combined crowds.

Denver Wheelmen's "Rag."

A "rag" was given at the West End tonight by the Denver Wheel Club. The invitations were a clever piece of work and read as follows:

Mr. _____
HOLY MOSES, HA, HA, HA!
But you've got an invite to the
DENVER WHEEL CLUB'S "RAG"
at the
WEST END HOTEL "BILL"
after supper on
THURSDAY NIGHT, JULY 11, 1895.
Come in shorts. Bloomers not barred. Be sure and bring your summer girls.
Shooting irons not needed.

GEO. M. GERAGHTY, *President.* HENRY HILTON, *Jr.*
GEO. E. TURNER, *Treasurer.* DONALD MCKAY } *Committee.*
E. O. SHACKELFORD }

That the "rag" was largely attended, goes without saying, for the verandas, parlors, and ball-room of the West End were crowded during the night as they never were before. The "hosts" proved themselves able entertainers, and many expressions were heard on all sides that the D. W. C. was doing more to give the strangers in town a good time than the A. P. W. The ladies who attended the reception were served with refreshments on the porch, while the male portion disappeared at short intervals in the direction of Bohemia Hall, where, it is said, anything from a small beer to a mint julep was to be had. It was plain to be seen at times

the Denverites forgot that they were guests and insisted on showing themselves as they appeared one year ago in Colorado.

Several runs of no real importance were taken today. Each run was well attended, and all hands who participated enjoyed themselves immensely.

THE RACES.

The morning of Thursday, on which the racing began, dawned cold and dreary. It threatened rain, and during the running of the trial heats in the morning the reporters were on several occasions driven from their work by little showers, and in the afternoon, at the beginning of the races, it sprinkled a bit. Despite all this the grand stand was filled to its utmost capacity, and there was but little room left on the bleachers. Altogether there must have been 5,000 people in attendance. During the running of the preliminaries there were

A Number of Bad Falls.

The track was altogether too narrow to permit of large fields being started with safety, as stated last week in THE BEARINGS. In the first heat of the Class B, half-mile open, Earl Kiser ran his front wheel into the rear wheel of the man in front of him, just as the bunch was passing the grand stand, and came a nasty cropper, and Ziegler, Brown, and C. T. Earl fell over him All were badly cut and bruised, Ziegler getting the worst of the encounter. In the fourth heat of the same race Will Coburn struck the pole on the upper turn and came down. Cabanne, Coulter, and Callahan fell in consequence, Cally going over the banking. Coburn was very badly cut up



The Denver Wheel Club in the Parade.

about the head, Cabby was severely cut about the legs and arms, and both were laid up for the week. After the lesson taught by these accidents had had time to take effect, the officials wisely decided that they were

Running too Many Men Together,

and the size of the fields was reduced.

The preliminary heats were productive of some of the best racing of the day, as in many cases there were so many heats that only the winner of each heat was allowed to start in the final. A queer procedure was that of making some of the Class A men in the half-mile open ride in only one preliminary heat to qualify for the final, while others had to ride in two.

E. C. Bald made the best showing of the day despite the fact that he rode no better than sixth in his heat of the two-mile national championship. Gardiner showed splendid form, and qualified in every heat in which he started, but won only one first during the day, owing rather to

Hard Luck and Lack of Judgment

than from any want of speed. He does not appear to be riding quite as well as he did earlier in the season, however. Nat Butler was the surprise of the day, winning the two-mile championship in sensational style by a small margin. Coulter rode well, and C. A. Church and F. H. Allen showed improved form. In the Class A events, C. M. Ertz, W. G. Douglas, and Tom Butler made the best showing.

The one-mile novice race was run in one heat, and was won in a close finish by C. C. Dirnberger, a brother of "King Michael." He had but a narrow margin over Donald McKay and E. W. Swanbrough, two Denver boys, who finished in second and third positions. The time was 2:37⅕. Either of the placed men could have done more than twenty seconds better.

The Two-Mile Class A Handicap

was run in six heats and a final. Every one of the eighteen men who qualified started in the final and made a pretty race of it. At the end of four laps the men were all together, but in one long procession, single file, with the backmarkers at the rear. W. G. Douglas, 30 yards, was the first of the backmarkers to move up and he was rewarded by winning the race. He finished an open length ahead of A. W. Abel, who had 200 yards, who was closely pursued by C. S. Henshaw from the same mark.

The first heat of the Class B half-mile open was the event in which Kiser brought down a bunch of four good riders. Kennedy and Sims qualified while Dirnberger and Titus failed to get placed. In the second heat Gardiner won as he liked from Murphy, who also qualified, while Maddox, Coulter, L. C. Johnson, Cabanne, Nat Butler, and Conn Baker failed to qualify. In the third heat Helfert and Jenny

Got Places in the Final

and C. H. Callahan and F. H. Allen did the same in the fourth heat. The final brought out a field of seven good men. The men started at a fair pace and did not attempt to improve it till they were rounding the upper turn, when Allen made a jump followed by Jenny. They got a good lead on the field but Gardiner went after them like a shot and won rather easily by half a length with Jenny a like distance ahead of Allen.

The Class A half-mile open was run in nine preliminary heats, two semi-finals, and a final. The final heat was an awful loaf. The half was ridden in 1:31⅕ and the last quarter in :29 flat, better than a two-minute clip, while the first quarter was done worse than a four-minute gait.

he Class B one-mile open brought out some good heats. Titus and Macdonald ran a dead heat in the first.

Gardiner, Sims, and Maddox had it Out in the Second,

Gardiner winning rather easily. In the third C. A. Church beat out Dirnberger, to the surprise of every one. Bald easily disposed of Nat Butler and Earnie Johnson in the fourth, and F. H. Allen won from C. H. Callahan and B. B. Bird in the fifth. In the final heat a tandem crew was put in to pace. There was the usual scramble, and Gardiner, on the pole, had just enough the best of it to hook on. Bald was right side of him, and tried to crowd him out of his position. He failed to do it, however, but Gardiner had to back pedal to keep from being thrown. He maintained his position nevertheless, and Bald executed a move never before seen in cycle racing. He sprinted ahead of the tandem, and, taking the pole, eased up and made the tandem pass outside of him. As it passed he hooked on, crowding Gardiner out of his position. It was a clever move, and

Awakened the Grand Stand.

When the procession finally formed the order was Bald, Titus, Allen, Macdonald, Gardiner, and Church. Entering the last quarter the tandem quit, and the pace slacked preceptibly for 100 yards, when Titus started a sprint and got a lead of two lengths. Bald rang in his cannon-ball act, however, and shot past the Spalding man two lengths from the tape, and won by a foot. Allen was a length behind Titus, and Church a foot back of

It's Like This

You want a bicycle! You've got the money to make the payment. You are not so wealthy that you can afford to take chances on your investment, nor allow new manufacturers to experiment with your money. Then buy a machine with a reputation, a wheel that has been put through every conceivable test and not found wanting.

The Waverley

was accepted as the finest machine shown at the National Cycle Exhibition by a mechanical expert in the employ of the Chicago "Times"; was accepted as the highest grade shown by 75 out of every 100 cycle dealers who visited the show, and who substantiated their testimony by placing good orders for wheels; was accepted by the U. S. Government for the military post at St. Paul, and the mail carriers of many other cities, at list price, while all other makes were offered at cut prices. We have just published a new catalogue of testimonials, giving the opinions of prominent riders. Free by mail.

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Allen. Gardiner was in a pocket when the sprint began and sat up and quit, and Macdonald did the same.

In the two-mile national championship there was a peculiar arrangement of heats. The first three contained all the men who had any real right in the event, and most of them were in the first. In the first Coulter won, shutting out Kennedy, Titus, Maddox, L. C. Johnson, C. T. Earl, and Bald. Bald was sixth in the heat.

Gardiner Won the Second Heat with Ridiculous Ease

from E. C. Johnson and Sims. Nat Butler surprised the talent by outsprinting Ray Macdonald and Frank Jenny in the third heat. Harley Davidson won the fourth heat, but was afterward disqualified as being ineligible on account of not being a resident of the United States. The other heats contained no star performers. In the final two tandem teams were put in as pacemakers. Mayo and Saunders took the first mile. The men lined up in this order from the pole: Coulter, Gardiner, Butler, Earl, Kiser, H. E. Caldwell, William Terrill. Kiser caught the tandem and then came Gardiner, Coulter, Butler, Terrill, and Caldwell. This order was preserved for a little less than two laps when Terrill's tire came off and he was thrown heavily, stopping Caldwell. The others remained as before



Miss Kittie Knox, the colored girl so much talked about.

The first mile was reeled off in 2:09⅕. On the second mile Earnie and Lutie Johnson on a tandem made a beautiful pick-up, taking the pole ahead of the other tandem. The order in the procession was not disturbed. The pace was too much for Kiser, and when a little more than a half mile off home

The Tandem Began to Pull Away.

Try as he might he could not get up, and none of the others made an effort to do so. There was a short loaf, Coulter leading, and then, when 300 yards from the finish, Nat Butler made a jump and got a lead of three lengths Gardiner and Coulter started after him, the latter on the pole and Gardiner outside. It was a grand race down the straight, Gardiner riding the fastest and reducing Butler's lead at every turn of the pedals; at the tape he had reduced it to six inches. Coulter was a length behind Gardiner, and Kiser lost. The two miles were done in 4:26, the last quarter in :29⅕.

A. D. Kennedy rode in the morning heats, qualifying for two finals, but was ruled off for the day. Just before the afternoon he was riding around the track when Referee Mott rushed out on the track and ordered him to stop. He nearly threw Kennedy, who indulged in a little profanity, and was promptly ruled off for the day.

Summaries.

One-mile novice.—Donald McCan, B. Turton, J. O'Halleron, H. L. Ruth, E. W. Swanborough, C. C Dirnberger, M. N. Connery, A. B. Wise qualified. Final heat, C. C. Dirnberger, first; Donald McKay, second. Time, 2:37⅕.

Half-mile open, Class B.—First heat, W. F. Sims, first; A. D. Kennedy, second. Time, 1:09⅗. Otto Ziegler and A. I. Brown fell. Second heat, A. Gardiner, first; C. M. Murphy, second. Time, 1:08⅗. Third heat, W. J. Helfert, first; F. J. Jenny, second. Time, 1:09⅖. Fourth heat, C. H. Callahan, first; J. Coburn, second. Time, 1:13⅖. Fifth heat, F. H. Allen, first; Harley Davidson, second. Time, 1:12⅕. Cabanne and L. A. Callahan fell. In first, second, and third heats the first two qualified, in other heats the winner only qualified. Final, Gardiner, first; Allen, second; Jenny, third. Time, 1:10¾.

Half-mile open, Class A.—First heat, O. H. Munro, first; H. G. Winters, second. Time, 1:13. Second heat, J. H. Harrison, first; W. Piccaver, second. Time, 1:11⅗. Third heat, W. A. Barbeau, first; R. W. Crouse, second. Time, 1:15⅖. Fourth heat, Tom Butler, first; F. B. Stowe, second. Time, 1:13. Fifth heat, K. B. Schmidt, first; F. Shinn, second. Time, 1:15. Sixth heat, C. M. Ertz, first; E. C. Johnson, second. Time, 1:14⅘. Seventh heat, H. E. Caldwell, first; E. W. Murray, second. Time, 1:09⅘. Eighth heat, W. G. Douglas, first; Charles Spencer, second. Time, 1:13. Ninth heat, F. H. McCall, first; C. W. Krick, second. Time, 1:15. Tenth heat, F. F. Goodman, first; L. G. Hoppe, second. Time, 1:18. Eleventh heat, W. L. Randall, first. Time, 1:11. Twelfth heat, H. P. Mosher, first. Time, 1:11. Winner of each divided heat rode second trials, but O. H. Munro, J. Harrison, W. M. Randall, and H. P. Mosher by winning non-divided heats qualified for the afternoon finals. Tom Butler was not called for this heat and was permitted to ride alone to qualify. Time, 1:14. Second trials.—First heat, Ertz, first; Harrison, second. Time, 1:14⅖. Second heat, Butler, first; Douglas, second. Time, 1:16⅘. Final, Ertz, first; Butler, second; Douglas, third. Time, 1:31⅕.

Two-mile national championship; first heat winners only to ride in final.—First heat, won by Clinton Coulter; Titus, Kennedy, and Maddox unplaced. Time, 5:04⅕. Second heat, Arthur Gardiner, first; E. C. Johnson, second; W. F. Sims, third. Time, 5:22⅖. Third heat, Nat Butler, first; Ray Macdonald, second. Time. 5:17⅘. Fourth heat, E. H. Kiser, first; Charles A. Church, second. Time, 5:57⅗. Fifth and sixth heats run together, first and second in final, Harley Davidson, first; B. B. Bird, second; A. H. Barnett, third; F. B. Stowe, fourth. Time, 5:21⅕. Seventh heat, H. E. Caldwell, first; C. W. Krick, second. Time, 5:19. Eighth heat, William Terrill. Time, 5:13⅘. Final, Butler, first; Gardiner, second; Coulter, third. Time, 4:26; first mile, 2:09⅕.

One-mile open, Class B.—First heat, F. J. Titus and Ray Macdonald, dead heat. Time, 2:36⅘. Second heat, Arthur Gardiner, first; W. F. Sims, second. Time, 2:47⅕. Third heat, C. A. Church, first; M. F. Dirnberger, second. Time, 2:44⅘. Fourth heat, E. C. Bald, first; E. C. Johnson, second. Time, 2:53. Fifth heat, F. H. Allen, first; C. H. Callahan second. Time, 2:42. Final, Bald, first; Titus, second; Allen, third. Time, 2:07⅗.

Two-mile Class A handicap; first three to qualify.—First heat, J. M. Baldwin, 110 yards, first; W. G. Douglas, 30 yards, second; W. A. Brown, 100 yards, third. Time, 4:49⅕. Second heat, G. E. Ruppert, 100 yards, first; D. E. Baxter, 25 yards, second; A. C. Green, 220 yards, third. Time, 4:52. Third heat, A. W. Abel, 200 yards, first; J. B. Corser, 80 yards, second, A D. White, 60 yards, third. Time, 4:48⅕. Fourth heat, H. G. Winters, 40 yards, first; F. A. Foell, 60 yards, second; F. H. McCall, 110 yards, third. Time, 4:49. Fifth heat, F. S. Shinn, 220 yards, first; C. S. Henshaw, 200 yards, second; E. C. Johnson, 300 yards, third. Time, 4:40⅖. Tom Butler, scratch, unplaced. Sixth heat, F. C. Hoyt, 70 yards, first; G. B. Smith, 90 yards, second; W. Howen, 190 yards, third. Time, 4:43⅖. Final, W. G. Douglas, 30 yards, first; A. W. Abel, 200 yards, second; C. S. Henshaw, 200 yards, third. Time, 4:38.

One-mile tandem.—First heat, H. E. Caldwell and Tom Butler, first; Roe brothers, second. Time, 2:16⅗. Second heat, C. S. Henshaw and W. H. Owen, first; F. F. Goodman and W. A. Brown, second. Time, 2:13⅗. Final, Caldwell and Butler, first; Roe brothers, second. Time, 2:30⅕.

One-mile professional.—P. J. Berlo, first; J. F. Starbuck, second; H. E. Bartholomew third. Time, 2:18⅗.

FRIDAY.

Today's programme opened with a run to Eatontown and Red Bank, under the leadership of C. H. Trafford. A large number of riders went along, leaving the clubhouse at 9:30 a. m. Refreshments were had at the other end of the trip, and the return made in time for the races this afternoon. Another run to Hollywood, Elberon, and West End, Long Branch, with J. C. Berrang as captain, left thirty minutes after the one to Red Bank had gotten under way. This latter run was, like the other, well attended.

The trial heats of the races which are being run every morning at 9 o'clock furnished amusement for those who did not accompany either run and preferred not to go in the surf. In the evening a run to the Ocean Hotel, Long Branch, was taken by nearly 100 of the visitors. Entertainment and refreshments were tendered the riders when they had reached their destination, and a rousing ride home followed.

At the Auditorium, Schneider's concert band played through a programme of numbers which was by far the most pleasing of any heard this week. The feature of the concert was the rendition of "The Battle of Solferino," written by Professor Schneider. Many novel effects were introduced, such as the dawn of morning, reveille in camp, boots and saddles, preparing to go forth to battle, the clash of bayonets, picket firing, the roar of cannon, the dying of the fight, sunset, the moon rises, the troops seek repose in camp and all is quiet. It was something grand and was perfectly performed.

THE RACES.

The second day's races were the best of the meet. The crowd was larger than on the previous day, there being 6,000 in attendance. The sensation of the day was the flop of Conn Baker and I. A. Silvie to the professional ranks. Baker raced as an amateur in the morning and as a professional in the afternoon. He was loudly cheered when he came out on the track to make his professional debut.

In one of the heats of the Class A one-mile handicap a dusky son of Ham started. He was the subject of no end of comment, but when it came to riding he could not go fast enough to keep his blood in circulation.

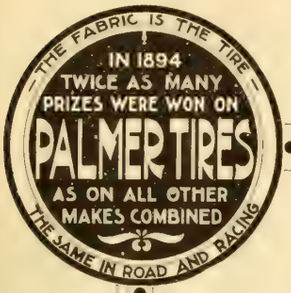
In the first heat of the half-mile national championship

Gardiner Received an Ovation

when he beat out Jenny right at the tape, after the latter had jumped and gained a lead of three lengths. Maddox was fourth in this heat. Murphy, Porter, Bald, Steenson, Sims, Coulter, Macdonald, and Ziegler all won easily in their heats. Macdonald took occasion to make monkeys of the Class A men in his heat. After one of the pures had secured a good lead Ray sprinted and won by a good fifteen yards. In the first semi-final of this event there were five starters. Gardiner sprinted first but was passed with apparent ease by both Bald and Murphy. The former won by half a length, Gardiner third by three yards, Porter fourth, and Steenson fifth. In the second semi-final there were four starters. Macdonald made the pace and started the sprint, winning easily from Ziegler, Coulter, and Sims, who finished in the order named. The final heat was a battle royal. At pistol fire Bald took the lead, followed by Murphy, Ziegler, and Macdonald. The pace was slow until the men were 350 yards from the tape, when Macdonald

Came up from the Rear with a Rush.

The others were all on the lookout, however, and he was able to get no more than a length's lead. Coming into the stretch Macdonald was lead-



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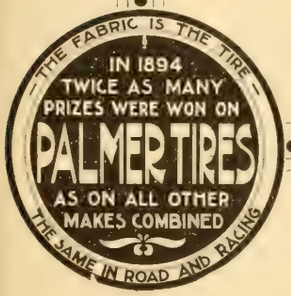
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ing by a length with the others almost abreast of each other. Inch by inch Bald reduced the lead and two yards from the tape was abreast of his team mate. Each made a final effort. From the press stand it looked as if Macdonald had won. Some of the reporters put him down as winner and some called it a dead beat. The judges, however, decided that Bald had won. Both were lustily cheered as they rode to their dressing-room. Ziegler got third and "Brother Charl" was last.

The Class B two-thirds-mile open was a good race and

Another Victory for Bald.

Bald, Porter, Gardiner, Murphy, Coulter, and Jenny were the men who qualified and they lined up from the pole in the order named. Porter started the sprint and was followed by Gardiner. Rounding into the homestretch, the pair swung wide and Bald came by on the inside and won by a length from Porter, who was half a length ahead of Gardiner.

The muchly advertised one-mile Class B, flying start, quadruplet race was run against time. The Berlo quad team, consisting of L. P. Callahan, Nat Butler, A. McLeod, and F. M. Haggerty, started first and covered the route in the excellent time of 1:51. The first quarter was covered in :24⅜, the third in :37, the half in :55⅘, the two-thirds in 1:14⅙, and the three-



The Rambler Tally-Ho at the Rhode Island Clam Bake.

quarters in 1:23⅜. The second and only other team was composed of H. A. Seavey, H. A. Githens, Frank Mayo, and Jack Coburn. They were unable to come within four seconds of the other team's time. Their fractional times were: Quarter, :25⅜; third, :37⅜; half, :57; two-thirds, 1:16; three-quarters, 1:26⅙; one mile, 1:55.

C. A. Church beat out the other fifteen men who had qualified for the final of the two-mile Class B handicap. He was rewarded with a bouquet by one of his lady admirers and did not fail to ride past the grand stand so that every one could see it. Harley Davidson was second from 120 yards, and Monte Scott third from 180 yards.

An Exhibition Race

between John Benner, six years old, and his brother Louie, four years old, attracted attention and provoked a lot of interest and applause. Louie was given 155 yards in a third and won in 1:11⅕.

Dirnberger rode an exhibition mile behind a quad, covering the distance in 2:01 flat, doing the half in 1:00⅘.

In the final heat of the Class A one-mile open Davey and Stowe on a tandem paced. Tom Butler caught the machine, H. G. Winters was next, followed by W. G. Douglas, H. P. Mosher, and the field. All but those named were lost at the half mile. On the last turn the pace was too much for Douglas, and the other three had it out among themselves. Butler had no trouble in winning. Winters was second, and Mosher third. Time, 2:08.

The last event of the day was an exhibition mile by Zimmerman. He was paced by H. E. Bartholomew and J. F. Starbuck on a tandem on the first half, and George Cutter and Conn Baker on the second half. He received an ovation as he came out. On the first attempt his tire exploded and he tried again, covering the three laps in 1:57⅘. The intermediate times were: Quarter, :29⅙; third, :39⅙; half, :58⅙; two-thirds, 1:18; three-quarters, 1:21⅜; one mile, 1:57⅘.

Summaries.

Half-mile novice, Class A.—First heat, E. W. Swanbrough, first; Henry L. Ruth, second; Bennie Turton, third. Time, 1:19⅜. Second heat, Alvin B. Wise, first; W. F. Eckhart, second; J. O'Halloran, third. Time, 1:13⅜. Final heat, E. W. Swanbrough, first; A. B. Wise, second; W. F. Eckhart, third. Time, 1:16⅖.

Two-thirds-mile open, special, Class B.—First heat, E. C. Bald, first. Time, 1:42⅜. Second heat, A. W. Porter, first. Time, 1:40⅜. Third heat, Charles Murphy, first. Time, 1:44⅘. Fourth heat, Arthur Gardiner, first. Time, 1:48⅘. Fifth heat, C. R. Coulter, first. Time, 1:49⅖. Sixth heat, Frank J. Jenny, first. Time, 2:00⅖. Final heat, Bald, first; Murphy, second; Porter, third. Time, 1:41.

One-mile handicap, Class A.—First heat, H. G. Winters, 30 yards, first; J. M. Baldwin, 60 yards, second. Time, 2:19⅕. Second heat, P. Schmidt, 80 yards, first; Nat Roe, 110 yards, second. Time, 2:19⅕. Third heat, Charles Spencer, 80 yards, first; J. Harrison, 20 yards, second. Time, 2:14⅕. Fourth heat, F. C. Hoyt, 30 yards, first; H. K. Roe, 100 yards, second (but disqualified); W. A. Brown, 60 yards, third. Time, 2:11⅘. Fifth heat, J. M. Hague, 100 yards, first; Louis Hunter, 80 yards, second. Time, 2:14. Sixth heat, C. L. Leatherbury, 20 yards, first; Oscar Hedstrom, 60 yards, second. Time, 2:14. Seventh heat, F. A. Foell, 40 yards, first; F. H. McCall, 40 yards, second. Time, 2:20⅕. Final heat, Brown, first; Hunter, second; Baldwin, third. Time, 2:21⅘.

Half-mile national championship.—First heat, Arthur Gardiner, first. Time, 1:23⅜. Second heat, Charles Murphy, first. Time, 1:33⅕. Third heat, A. W. Porter, first. Time, 1:29⅕. Fourth heat, E. C. Bald, first. Time, 1:37⅕. Fifth heat, H. R. Steenson, first. Time, 1:35 Sixth heat, W. F. Sims, first. Time, 1:21⅘. Seventh heat, C. R. Coulter, first. Time, 1:31⅘. Eighth heat, Ray Macdonald, first. Time, 1:20⅘. Ninth heat, Otto Ziegler, first. Time, 1:25⅜. First semi-final, Murphy, first; Bald, second. Time, 1:21⅜. Second semi-final, Macdonald, first; Ziegler, second. Time, 1:21⅕. Final heat, Bald, first; Macdonald, second; Murphy, third. Time, 1:22⅖.

Two-mile handicap, Class B.—First heat, C. . Church, 140 yards, first; A. H. Barnett, 20 yards, second; G. Saunders, 200 yards, third; C. T. Earl, 210 yards, fourth; H. Davidson, 120 yards, fifth. Time, 4:29. Second heat, Angus McLeod, 200 yards, first; E. F. Leonert, 150 yards, second; Monte Scott, 180 yards, third; I. A. Silvie, 140 yards, fourth; F. H. Rumford, 270 yards, fifth. Time, 4:31⅗. Third heat, C. R. Coulter, 70 yards, first; A. D. Kennedy, 115 yards, second; W. J. Helfert, 70 yards, third; F. H. Allen, 100 yards, fourth; L. C. Johnson, 80 yards fifth. Time, 4:43. Final heat, Church, first; Davidson, second; Scott, third; F. H Allen, fourth. Time, 4:25⅖.

One-mile open with pacemakers, Class A.—First heat, Bert Ripley and C. H. Penzel, dead heat. Time, 2:51⅘. Second heat, H. G. Winters, first. Time, 3:10⅘. Third heat, C. L. Leatherbury, first. Time, 3:00⅜. Fourth heat, F. B. Stowe, first. Time, 3:12. Fifth heat, Tom Butler, first. Time, 3:02⅖. Sixth heat, H. E. Caldwell, first. Time, 2:44⅜. Seventh heat, W. G. Douglas, first. Time, 3:16. First semi-final, H. G. Winters, first; Ripley, second; Butler, third. Time, 3:26⅜. Second semi final, Mosher, first; Bean, second; Douglas, third. Time, 3:11⅜. Final heat, Tom Butler, first; Winters, second; Mosher, third. Time, 2:08.

One-mile professional.—Stewart, first; Cutter, second; Eaton, third; Rumford, fourth. Time, 2:12⅜.

SATURDAY.

Some time between midnight and dawn this morning the Denver crowd captured the Monarch lion, which they have been after ever since last Monday.

Solons Come to an Agreement.

From the best of inside information it has been learned that at the meeting of the L. A. W. committee and the Cycle Board of Trade, held yesterday, agreements were reached between the two bodies, whereas the League promised to suspend no more Class B men this year, in return for which the board of trade will do all in its power to keep the men straight. Next year the racing rules will be so changed as to allow for the governing of professional races, which the board of trade will then openly indorse. The makers will retain the services of the men now riding in Class B, which class, by the way, will be totally abolished.

THE RACES.

The third day's racing proved the least interesting of the meet. The men knew each others' abilities to a nicety, and it was in some of the events a foregone conclusion who would win. The one-mile open Class B event, with pacemakers, was the most interesting event of the day. The following men qualified for the final and lined up from the pole in the order named: Harley Davidson, Jenny, Kennedy, E. C. Johnson, Macdonald, F. J. Barry, Coulter, and Gardiner. Seavey and Saunders, on a tandem, did the pacing. Asa Windle shoved Macdonald off, and those in the know supposed that the latter would catch the tandem as a matter of course. Jenny, however, pushed by Billy Young, got the coveted position, and Ray was left on the outside, with Johnson, Kennedy, Coulter, Barry, Davidson, and Gardiner back of Jenny in the order named. When Ray Macdonald saw that he

Had Lost the Position of Vantage,

he tried to turn the trick that his team mate Bald worked the day before, and sprinted to get ahead of the tandem. Going up the backstretch he gained, but gained slowly. On the upper turn he held the tandem even, but coming into the straight the effort told on him too much and he had to give up, and dropping back he got into the procession ahead of Davidson. Nothing of note happened until the upper turn on the second lap was reached, when Macdonald began to lose the bunch. He lost two open lengths, and kept Davidson and Gardiner, who were behind him, back too. The Canadian gave up the struggle but Gardiner sprinted and again got into the procession. A little less than a quarter off home the tandem swung wide and for a moment there was a semblance of a loaf.

Johnson Started the Sprint,

followed by Coulter and Kennedy. Both of them, as well as Barry, passed him, Coulter winning by nearly a length. Barry half a length back of the "Chicago Soubrette" and Johnson, Gardiner, and Jenny bunched two lengths away in the order named. The time was 2:08 flat.

The A one-mile open was a peculiar race. Stowe and Davey paced on a tandem. The pacemakers got off in a hurry and in the scramble to catch them Leatherbury alone was successful. He was two open lengths in front of the others when he caught the tandem on the backstretch and he promptly called for a hot pace and was accommodated. He rapidly drew away from the field despite Mosher's heroic efforts. The latter got away from the field. Those in the field changed pace and caught and passed Mosher who sat up. When the time for the sprint arrived Leatherbury

Had a More Than Safe Lead

and won sitting up. Caldwell was an easy second, Douglas third, Ripley fourth, and the rest spread eagled. Time, 2:11⅜.

The quarter-mile national championship was run in nine preliminary heats—the first man only to qualify—two semi-finals, and the deciding heat. Gardiner, Jenny, and E. C. Johnson were the only ones to show up in the first heat. It looked like Gardiner's heat to a certainty but Jenny made a

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big jump and kept his lead to the tape by a splendid burst of speed. In the second heat Charlie Murphy had little difficulty in disposing of Titus, beating him a length. Porter, Dirnberger, Kennedy, Ziegler, and Bald outclassed the other men in their heats, and all qualified easily Ray McDonald was given a hard chase by "Doc" Brown and was compelled to make the fastest time of the preliminary heats, thirty-four seconds, to win. He was nearly a length to the good. The first semi-final contained five good men, two to qualify. Ray McDonald took the lead at the start and kept it to the tape. Jenny was a good second, Dirnberger third, Murphy fourth, and Porter fifth away back. Bald made pace for the three others in his semi-final till Earl made a jump which, strange to say, landed him in last place at the tape. Bald was easily first in thirty-four seconds, Ziegler second, and Kennedy third. Kennedy should have had second, but

Eased Up a Bit Too Soon.

In the final Bald took the lead at pistol fire and stayed there till McDonald jumped at the beginning of the turn. The two burned up the homestretch in their efforts to win and for the second time in the meet Bald robbed his team mate of a much-coveted championship medal. This time, however, there was no question of his winning, although he was less than six inches to the good. Jenny and Ziegler were three yards away, with the former in the lead as the quartette crossed the tape. The time, :33⅖, was fast for the track. Bald received a great ovation as he rode around to his dressing-room.

The second heat of the Class B two-mile handicap was productive of a conspicuous example of team work. Macdonald had sixty yards and Bald was on scratch. At pistol fire

Bald was Off Like a Shot,

while Macdonald waited for him. Ray carried his team mate two laps at a rattling good pace, and then dropped out. In another lap Bald had the field at his mercy and sat up. Of course he got placed easily.

Fifteen men started in the two-mile professional handicap with Conn Baker on scratch, conceding handicaps all the way up to 320 yards. R. H. Rumford, with 240 yards, easily caught the limit man, and from that time was never headed. Baker caught his field, bunched, in a little more than a mile, and after taking a turn at the pacing made his effort nearly a quarter off home, and ran clear away from the field, getting second by fifteen yards; Jay Eaton, ninety yards, third; Pete Berlo, thirty yards, fourth, and Isaac Silvie, forty yards, fifth. Time, 4:34.

The men had just been called out for the final heat of the Class B two-mile handicap and were getting on their marks when the

Black Clouds and Forked Lightning

that had been threatening all day developed into a storm such as is seldom seen. A few drops of rain came down and then it began to hail. The riders, officials, and spectators hastily sought shelter in tents, grand stand, and dressing-rooms. In a moment lumps of ice as big as walnuts played a merry tattoo on the roof of the grand stand. The hail developed into rain and it was rain for a truth. It came down in floods and the track was soon in shape for a regatta. As the racing men had all left their shells at home the race was postponed until Monday and the dripping crowd waded home.

Summaries.

Two-third-mile 2:35 class, Class A.—First heat, Louis Hunter, first. Second heat, C. L. Leatherbury, first. Third heat, no race. Fourth heat C. M. Ertz, first. Fifth heat, P. B. Egglehoff, first. Sixth heat, no race. Seventh heat, U. S. Paige, first. Eighth heat, no race. Time limit of 1:50 on trial heats. Final heat, Ertz, first; Paige, second; Hunter, third; Leatherbury, fourth. Time, 1:50.

One-mile open. Class A.—First heat, Bert Ripley, first. Second heat, Leatherbury, second. Third heat, Ray Dawson and F. A. Foell, dead heat. Fourth heat, no race. Fifth heat, Ertz, first. Sixth heat, H. E. Caldwell, first. Seventh heat, W. G. Douglas, first. Eighth heat, F. D. White, first. Ninth heat, J. M. Baldwin, first. Tenth heat, N. P. Mosher, first. Time limit of 2:45 on trial heats. Final heat, Leatherbury, first; Caldwell, second; Douglas, third; Mosher, fourth. Time, 2:11⅗.

One-mile open, Class B.—First heat, Davidson, first; Jenny, second. Second heat, Kennedy, first; Johnson, second. Third heat, Macdonald, first; Barry, second. Fourth heat, Coulter, first; Gardiner, second. Final heat, Coulter, first; Kennedy, second; Barry, third; Johnson, fourth. Time, 2:08.

Half-mile handicap, Class A.—First heat, J. O'Halloran, 75 yards, first. Second heat, M. S. Shinn, 50 yards, first. Third heat, C. W. Krick, scratch, first. Fourth heat, Baldwin, 25 yards, first. Fifth heat, C. Spencer, 30 yards, first. Sixth heat, G. E. Ruppert, 30 yards, first. Seventh heat, H. R. McCutcheon, 35 yards, first. Eighth heat, Paige, 30 yards, first. Final heat, Baldwin, first; McCutcheon, second; Spencer, third; Paige, fourth. Time, 1:03⅖.

Quarter-mile national championship.—First heat, Jenny, first. Second heat, Murphy, first. Third heat, Porter, first. Fourth heat, Dirnberger, first. Fifth heat, Macdonald, first. Sixth heat, Kennedy, first. Seventh heat, Earl, first. Eighth heat, Ziegler, first. Ninth heat, Bald, first. First semi-final, Macdonald and Jenny. Second semi-final, Bald and Ziegler. Final heat, Bald. first; Macdonald, second: Jenny, third; Ziegler, fourth. Time, :33⅖.

Two-mile handicap, Class B.—First heat, Church, 60 yards, first; Callahan, 130 yards, second; Saunders, 160 yards, third; Barnet, 180 yards, fourth; De Cardy, 110 yards, fifth. Second heat, Bird, 150 yards, first; Bald, scratch, second; Leonert, 125 yards, third; E. C. Johnson, 60 yards, fourth; Coburn, 180 yards, fifth. Third heat, Kennedy, 80 yards, first; L. A. Callahan, 120 yards, second; Barry, 120 yards, third; Allen, 80 yards, fourth; L. C. Johnson, 100 yards. fifth. Final not run on account of rain.

Two-mile handicap, professional.—Rumford, 240 yards, first; Baker, scratch, second; Eaton, 90 yards, third; Berlo, 50 yards, fourth. Time. 4:34. Time of scratch man, 4:41⅗.

SUNDAY.

Last night was a "hummer," what with the Denver crowd leaving town and the general breakirg up of the week's congregation. At midnight the remaining "warm members" started out on a farewell tour of inspection about this town and Ocean Grove. There were over 200 in the party, and the start was made from the Ocean Hotel, from where the procession marched toward the board walk.

At the Asbury Park pavilion on the beach they hoisted an immense Columbia banner to the top of the tall flagpole, from which, during the summer season, floats the banner "Peace on earth, good will to men." Then they went back to the Monarch headquarters and saluted the management there.

One of the leading spirits proposed invading Ocean Grove, and the proposition was received with cheers. Across the Heck Street bridge went the whole procession two and two, and to the music of "My Pearl is a Bowery Girl," sung by 200 voices, they marched up New York Avenue. It was not a quiet procession by any means, and it is doubtful if the sacred precincts of the camp meeting resorts ever had such a noisy party on Sunday morning. When they reached the Auditorium they proceeded to do a march around on the concrete walks.

One of Ocean Grove's sleepy policemen objected to any further marching and intimated that he would do some shooting if the boys did not get out quickly. This rather pleased the invaders than otherwise, and they stopped to argue the point with him. The officer was firm, however, and the boys paraded out by way of the beach. When they got back to Asbury Park another leading spirit suggested that they visit all the hotels and recite their favorite verse about Mr. Bradley. So when they arrived at the Coleman House some inquisitive individual wanted to know who Mr. Bradley was.

"First in war, first in peace, first in the hearts of the L. A. W.," yelled the men.

The West End, Ocean, Metropolitan, Brandt, Brunswick, Lafayette, Savoy, and other houses were visited. At the Brunswick they yelled in chorus, "We want Titus!" When Proprietor Parsons, with a shot gun in hand, appeared in place of the popular wheelman, the crowd stampeded in a hurry.

THE POSTPONED RACES.

ASBURY PARK, N. J., July 15.—A crowd of 4,000 gathered at the track this afternoon to witness the postponed two-mile Class B handicap and a programme of five additional races arranged by the local club to keep it company.

The track was in wretched condition, and no effort for fast time was made in any of the events. The postponed handicap was won by Bird, the St. Paul boy. Fifteen men qualified Saturday, but when the men took their marks today the Johnson brothers, Callahan brothers, and Leonert had left town, and Saunders did not care to ride.

Titus was Admitted on Protest.

Bald was on scratch, and Barnett and Coburn at 180 yards. Throughout the race, the two latter, with Bird and Barry, held together, De Cardy, Allen, Kennedy, Church, and Titus bunching at the end of the first mile. Bald failed to follow Titus up to the bunch, and dropped out on the third lap. The lead bunch finished, Bird, Barnett, Barry, and Coburn. The balance came in sitting up, fifty yards back.

The Class B mile open was a slow race, 2:27⅕, for which the track is responsible. Ziegler had the pole and Gardiner the bank. In the start Ziegler set the pace, Macdonald trailing, and

Gardiner and Kennedy Disputing for Third.

Titus, Bird, and McLeod brought up the rear. Macdonald shook Ziegler and Titus jumped Kennedy. On the backstretch Gardiner got to the front, the Canadian hanging. Titus, on the tail of the procession, had blood in his eye, and sprinted by the entire field except the leading men, fighting desperately for a winning. McLeod held Gardiner's wheel to the tape, getting second, and Titus a length to the rear. Macdonald and Kennedy finished abreast, two yards back, and Ziegler, who had made a game effort notwithstanding his bandaged limbs, came over last.

The two-mile open Class B event was another loafing game. Titus had the pole, but in the start

Dropped in Behind Allen.

Maddox, however, insisted in doing the donkey work until the third lap, when Barry and Ziegler jumped the bunch. In the fifth lap Allen got by Ziegler and pulled down the time by his fast work. Coming to the last turn Maddox and Titus sprinted by him, and fought it out on even terms to the finish, the latter winning by inches only. Allen, on the pole, lapped their wheels, while Ziegler, Barry, and Dirnberger spread across the track and came in in the order named, half a length apart—a very close finish. At the conclusion of the races Titus went for the five-mile record held by Johnson. He tied it in 10:22⅗.

Summaries.

Two-mile handicap, Class B.—Bird, 150 yards, first; Barnett, 180 yards, second; Barry, 120 yards, third; Coburn, 180 yards, fourth. Time, 4:34⅗.

Half-mile open, Class A.—Mosher, first; McCall, second; Tenzler, third; Shinn, fourth. Time, 1:14⅖.

One-mile open, Class B; final heat —Gardiner, first; McLeod, second; Titus, third; Bird, fourth. Also ran Macdonald, Kennedy, and Ziegler. Time, 2:27⅕.

One-mile open, Class A.—Final heat, Mosher, first; Harrison, second; Hoefer, third; Brown, fourth. Time, 2:29.

Two-mile open, Class B.—Final heat, Titus, first; Maddox, second; Allen, third; Ziegler, fourth. Also ran Barry and Dirnberger. Time, 5:30⅘.

Winners' race, Class A. New York *Times*' medals.—Harrison, first; Mosher, second; Brown, third; Leatherbury, fourth. Time, 2:14.

INDICATIONS WHERE---

The people know a good thing when they see it. They praise the wheel which has reached the apex of fame by its meteoric ascent to the top rung of the manufacturers' ladder.

THERE TO STAY.....

A Sycamore is a "Crimson Rim" rider, and as such leaps to prosperity and success. At Asbury Park there were more "Crimson Rim" riders than any representation present. Indication, this, that the Syracuse is on earth.

ENJOY LIFE ON A SYRACUSE.



Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.

Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

Great Times for the Solid Sterling.

A few of the principal races won on Sterlings in the short space of three days.

July 6, at New York.—Maddox won 1st in 1-mile open, 1st in 1-mile handicap, and 3d in ½-mile open.

July 4, at Evansville, Ia.—D. Forman, of Estherville, and D. R. Hughey, of Council Bluffs, won 1st and 2d respectively in ½-mile open. Time, 1:15½.

July 4, at Springfield, Vt.—1st in 1-mile open and ½-mile open, on a road wheel.

July 4, at Anderson, S. C.—Maxwell won 1st in ¼-mile and in 5-mile, and tied for 1st in ½-mile.

July 4, at Morrison, Ia.—Roy Upton won 1st in 3-mile lap and 1-mile open, 2d in ¼-mile open, and 3d in ½-mile open.

July 4, at Ottumwa, Ia.—H. E. Heald won 1st in 1-mile handicap from 70 yards in 2:21, also 2d in ½-mile open in 1:10

July 5, at Vickburg, Miss.—Leon Martin, a 15-year-old boy from Meridian, Miss., won 1st in ¼-mile open and 2d in ½-mile open against a field of six in each race.

July 4, at Butler, Ohio.—Chas. Lewis won 1st in 5-mile road race from scratch, in 13:25. He then rode 14 miles to Loudonville, O., and won 1st in 3-mile open and 2-mile open.

July 4, at Port Huron, Mich.—Loughead won 1st in ½-mile open in 1:07⅖. He also won 1st in ¼-mile open in .33½, and 1st in 1 mile 2:40 class in 2:35, all three being world's records. Fudehope won 2d in the ¼ and Little won 2d in 1-mile 2:40 class.

July 4, at Reading, Pa.—Hints won 1st in ½-mile boys. Fulmer won 2d in 1-mile novice.

A ROAD RECORD.

On July 7 C. A. Westcott, of the Lake View Cycling Club, Chicago, reduced the Elgin-Aurora century record to 6:09:20, cutting nearly 24 minutes off the former record held by F. H. Stanwood of Illinois Cycling Club.

Please write for catalogue and send stamp for beautiful colored calendar.

Sterling Cycle Works,

236-240 Carroll Ave., CHICAGO.

Sieg & Walpole Co., 285 Wabash Ave, Chicago.
Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha, Neb.

Taken at Asbury Park



Editor Sam Niles on the beach



A class B bunch on the back stretch



The two mile National Championship



The Grand Stand



Going into the last turn



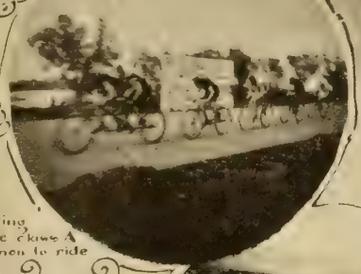
The racing team headquarters



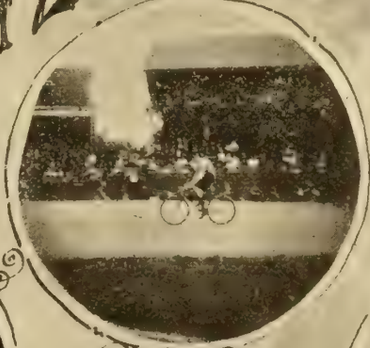
Racing men taking it easy



The Lake



Forcing the class A men to ride



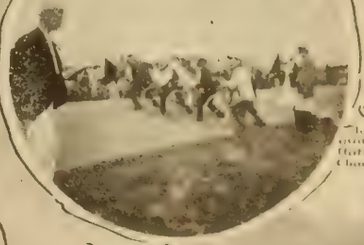
The Oaks Zim



The boys handicap



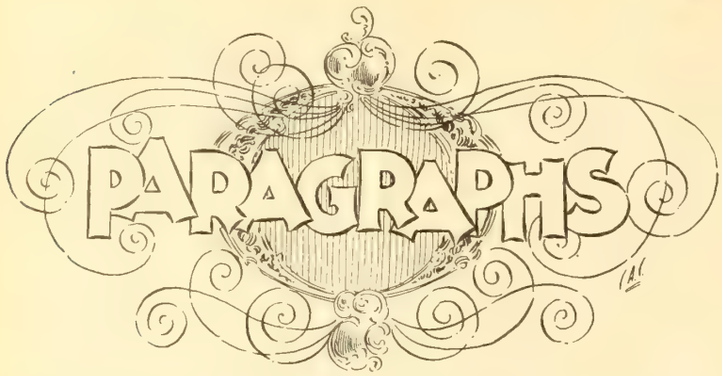
Dunberger's exhibition mile



Start of the great five mile National Championship



A class A field



Mary E. Brooks, of Sioux City, Ia., wins this week's $5 prize for the best paragraph. A check for that amount has been forwarded to her. Contestants for paragraph prizes should remember that we are not offering weekly prizes for a series of detached sentences but for a single paragraph on one subject, and one only.

The Cycle Hog.

Courts have on many occasions declared that bicycles are vehicles within the meaning of the word as applied to carriages, wagons, etc., and that they occupy precisely the same place as to rights and privileges as do carriages and wagons. Every wheelman avails himself of these decisions to compel drivers of other vehicles to turn aside and give him his share of the road; and yet, when the other side of the question is presented and he is told that his wheel is not entitled to any privileges which are not accorded other vehicles, many a wheelman will not play the agreeable and do what he knows to be just and right until enjoined by an order of court restraining him. He is always loud in his denunciation of the one he styles "road hog," but it appears to a disinterested looker-on that in thus accepting all the rights and privileges conferred upon him by virtue of the fact that in the eyes of the law a bicycle is a vehicle, and also trying to appropriate all the rights and privileges which are denied vehicles, he is playing a very greedy, ill-bred part, that will, if he does not alter his course, soon earn for him the title of "cycle-hog" and bring censure upon the sport. If the bicycle is a vehicle, it is entitled to be rated exactly as other vehicles are rated, and treated accordingly. If one vehicle is compelled to keep off the sidewalks and out of hallways or to carry a light and a bell, all others should be compelled to observe the same restrictions and rules. Let no wheelman be so selfish and greedy as to receive what is due him and demand also that which is not.—MARY E. BROOKS, Sioux City, Iowa.

A Horse and a Wheel.

My doctor, who had lived in the blue grass regions of Kentucky, advised me eight years ago to "give up office work or get a saddle horse to counteract the ill effects of a sedentary occupation." After the usual experience in selection, fortune favored me with a good one. Oh! the happiness of returning health, the joy of those early morning and evening rides. The doctor was right—strength, vigor, and delight came with the horse. But during four years that rolled by, the nervous force and energy spent in the rush and push of business sometimes left little power to control the varying humors of a sturdy animal, which, to ride with safety, requires a master. Improved asphalt paved streets and the consequent slipping of even the most sure-footed, brought several "headers," but with no serious damage, although a point of considerable damage to my pocketbook was the fact that at city stable prices my horse consumed himself (in value) at least three times yearly. Still the benefits of horseback riding overbalanced the risks and cares. Reports of enthusiastic wheeling friends, and the practical argument of the swiftly passing wheels, induced me to try a bicycle with the result that I left my old love for the new. Four years have I known the benefits of cycling. Now, when passing horsemen give me but a frown or express their opinion of my fickle change, or sometimes do not give me my full share of the road, I pity them, knowing that I also was once ignorant of the freedom from nervous strain and care, and of the exhilarating, joyous, healthful invigoration in the judicious use of the wheel. In my glowing rapture, may I be allowed to say, "'Tis a wise man who knows when to change." I love my old friend, the horse; but I love the more my new friend, the wheel. Would I sell my wheel? Yes, but only to repurchase the latest improved up-to-date.—GEORGE H. STREAKER, Philadelphia.

Professionalism.

The dawn of professionalism in this country at once awakens the old query, "Will the sport be as pure as under our existing two-class system?" I, for one, think it will, and believe if we would but give the question the thought and consideration it is entitled to, we could have both purer and faster sport under the new system than the old. The tandem as a pacemaker has been tried, and although it is certainly death to loafing it must be admitted that it falls far short of bringing out an ideal race. What then is the remedy? I wish to propose a system, which, though it may not be a remedy, certainly suggests itself to me as worthy of a trial. Let the promoters of professional races all over the country organize a circuit, or circuits, and hang up good purses. Under no circumstances should there be more than two prizes. Instead, hang up purses for the intermediate distances, the combined value of same to be more than second place prize. At the end of the season the winner of the most intermediates to be given, in addition to his winnings, an extra purse of, say, about $1,000 or $1,500 (said purse to be subscribed by the various race promoters, or some enterprising firm or individual), and also matched against the winner of the most firsts for the championship of the country before the club that offers the largest purse. This method, I think, would insure fast and honest races, perpetuate professionalism, and place cycling as the grandest and noblest sport on the face of the earth.—R. E. RESK, Memphis.

The Bicycle and the Commuter.

Would it not be a good idea for some of the suburban railroad station agents to open bicycle rooms where wheels could be stored during the day, and while there could be cleaned and repaired? This ought to encourage riding to and from the station, and would be of great convenience to a large number of regular commuters who can not afford a carriage and who would otherwise have to walk. If the station master can not get the consent to have a room for this purpose, he could hire a bright boy and have a place adjoining the station, and could there carry on the bicycle business. This ought to prove a profitable business for him; then the wheelman who usually walks to the station could ride to this establishment, leave his wheel there, and when he came back at evening would find his wheel cleaned and ready for the ride home. This plan has been tried in some towns and has proven successful.—WM. HOEPFNER.

AMERICANS IN THE LAND OF THE MONTEZUMAS.

MONTEREY, MEX., July 10.—The bicycle races at the grounds of the Monterey Athletic Club yesterday closed one of the most successful events in cycle racing ever held in the Mexican Republic. The attendance both days (July 4 and 9) was very large, and while not large enough to make the meeting a profitable one, it overreached the highest expectations of the promoters of the affair. The prizes awarded were so valuable that it was hardly expected to come very close to realizing expenses, the intention being to give the citizens of Monterey a chance to witness first-class sport, and at the same time establish the reputation of the club for carrying out their programmes as arranged.

The visiting wheelmen were all very much surprised to find the track as good as it was. The first impression was that it would be very fast, perhaps good for records, but after trying to make some of the turns at top speed it was soon apparent that the last turn into the stretch was bad, and that the others could be greatly improved upon. The surface is very fast, and with the turns properly made there is no question that the track of the Monterey Athletic Club will rank with the best. The distance is a third of a mile, which makes it plenty long enough for record breaking. The banking seems to be all right but the turns are entirely too sharp.

Hofheinz, of the Rambler team, secured first in the one-third mile and first place and time prize in the two-mile handicap from scratch, in the latter race breaking the Mexican competition record for two miles, riding the distance in 5:02. Waelder, of the Rambler team, established a Class A record of 2:30 for the mile, Mexican competition record. Considering the bad turns on the track and the prevailing high wind, the time was very fast; in fact Hofheinz rode the last mile of the two-mile handicap in 2:23 unpaced. Roach, of the Syracuse team, won the two-mile open in 6:07⅖, and Hale, of the same team, won the five-mile in 14:42, also competition record for the distance.

In Mexico there is no association in control of cycle racing, so the management adopted the rules of the L. A. W. for the time being, and every effort was made to make their prizes, etc., conform to the League rules in every respect. Before the races the men were given their choice to race for cash, bullion, cycle merchandise, or diamonds, and, strange to say, without a single exception they all decided that they would rather have any prize they might win in bicycles or such equipment, and consequently each man received an order for bicycle merchandise for the value of his winnings.

Monterey has some good local riders, and while they had thought they would have somewhat of a cinch on the prizes offered, it can be said, with the possible exception of one man, that they took their medicine bravely. White and Cantell are two promising riders, who, with the proper training, could safely be relied upon to represent the interests of Monterey in future events. EL SUD.

FENTON DID NOT START.

SALT LAKE CITY, UTAH, July 10.—The Y. M. C. A. fifteen-mile road race here today proved a disappointment to the 1,000 spectators who viewed the race over the Farmington course from the special observation train, from the fact that Fenton, the Ogden time winner of the Decoration Day race, did not start. He was placed on scratch with Jensen, whom he defeated on May 30, and the interest in the race centered in these two riders. Fenton gave no reasons for refusing to ride, and Jensen and Conibear, of Peoria, started on scratch. Jensen rode the first three miles at a 2:35 clip, and then his front tire punctured and he had to quit. Conibear was then looked upon as a sure time winer, but was beaten for time by eight men. Freeze won the race with a nine-minute handicap, with Charles Hurst, a 6:30 dark horse, second, and W. H. Drabble, of Ogden, third, with a five-minute handicap. Drabble also won time prize in 50:16. The time was rather slow for fifteen miles, but good for this course, the record for which is 49:40.

AND THIS IS WHAT THEY SAY OF IT:

GENEVA, O., May 23, 1895.

AMERICAN DUNLOP TIRE CO.,
New York City.

GENTLEMEN: In reference to your tires, we are pleased to say that during the season of 1895 we used a considerable number of pairs, and up to the present time we have yet to hear the first complaint of them. We believe, therefore, they are giving the very best of satisfaction.

Wishing you abundant success, we are Very sincerely yours,

THE GENEVA CYCLE CO.,
L. Seymours.

No Delay! We Can Fill Orders on Demand

AMERICAN DUNLOP TIRE CO.

504=506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL. **36=38 Lombard St., TORONTO, CANADA.**

The Bearings — The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, JULY 18, 1895. No. 20.

Published every Thursday by

THE HILL CYCLE MFG. CO.

MAKERS OF "FOWLER" BICYCLES.

OFFICE AND FACTORY,

142-148 W. Washington St., Chicago.

OUR MOTTO:

"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Hill Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR. FRANK T. FOWLER.

ILLUSTRATOR, CHARLES A. COX.

FOLLOW US FOR A MOMENT.

At the National L. A. W. meet just over at Asbury Park, we sat with those at our right and those at our left; who were day after day paying out enormous sums of money for the maintenance of racing teams, and who if sufficiently successful would shoot out of the cycling world records of wins made by their hired men, and on these winnings the public is told how good was "So and So's" wheel, for the reason that Mr. A—— had won a quarter of a mile open or a mile handicap, or had won a butcher's cart at this or that meet.

It was with immense satisfaction that we sat in the midst of these High Cock O'Lorums, who were maintaining these racing teams, and thought how much they were like to the man who told the same lie so frequently that he finally believed it himself. These same H. C. O'L.'s hear of an occasional first, second, or third won by their team, and so they think that they are deriving a great amount of benefit—any how equal to the sum expended. Mind you, the wins referred to are on 16 or 17 pound racing wheels. **built especially** for the purpose, and do not demonstrate anything as to the road wheels they make.

At the time we sat watching the races and pondering over in our mind these things, word came to us that Letter-Carrier Smith had lowered the New York-Chicago record on a Fowler. Following closely on this came the word that John Lawson, the "Terrible Swede," had lowered the twenty five-mile record. Still later came the word that this same Lawson had also won the fifty-mile record.

Then we thought of the fact that the only man who ever rode 21,000 miles in one year did it on a Fowler, we thought of the winnings from all sections of the country, and became more than convinced that if there is any virtue in advertising winnings, the Fowler wheel is entitled to the palm in this country ever since its arrival in the arena of cycle making.

We do not rest content in simply quoting the above special wins, as there are many others with which the readers of THE FOWLER TRUTH are fully cognizant. Fowler wheels have illustrated again and again that they stand the racket, and as to finish in detail work, there is absolutely nothing in wheels that will equal them.

We asked the long-headed agent, "Is not our position correct? Is not our wheel justly entitled to its present high reputation?"

We have not done much advertising in 1895 for the reason that could we have made five times the number of wheels we have, we could easily have sold them. In 1896, however, we are going to increase some 300 per cent, and in so doing we shall be just as careful, more so, than in the past, to make the Fowler wheel the equal of any in the world. Are you with us for next year?

AND WHAT DO YOU THINK OF THIS?

John Lawson, the "Terrible Swede," Again Lowers the Twenty-five-mile Road Record and Keeps on Until he Cuts off 26 Minutes 44 4-5 Seconds from the Fifty-Mile Record.

Last Saturday afternoon very close to 10,000 people saw John Lawson, the "Terrible Swede," attack the fifty-mile record at Garfield Park, Chicago.

This same "Terrible Swede" has by his gentlemanly conduct, mighty good head, and better pair of legs demonstrated to the public that when mounted on a cracking good wheel like the Fowler he is capable of doing almost anything. Ten thousand people cheered themselves hoarse when he did the twenty-five miles in less than an hour, approaching within a mile, or a little over, the track record; and that track record was obtained by means of some of the best pacemaking the country affords, while the pacemaking for the "Terrible" was very erratic. One mile, for instance, was made in 2:17, the next mile in 2:33, while another mile was made in 2:08, and still this splendid rider kept going, despite these very great drawbacks.

The Fowler wheel he rode weighed 22 pounds and was fitted with Morgan & Wright tires.

The time for twenty-five miles was 59:34 2-5; for fifty miles 2:05:05 1-5.

A MARVELOUS KID.

Archie Williams, a ten-year-old of Pittsburg, on a 15-pound Fowler, rode half a mile with tandem pacemakers, in the marvelous time of 1:09 4-5. Just allow yourselves to imagine for thirty seconds what this performance means. To us it means a crackajack kid, and he rode a wheel that is a wheel—the Fowler.

We hope to spring a sensation on the friends of the Fowler and the Hill Cycle Mfg. Co. shortly, in the shape of something that will be a sensation.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

GEORGIA TRADE SLOW.

Many of the Dealers Carrying a Stock of '94 Wheels—Some of the More Enterprising Agents.

ATLANTA, GA., July 14.—In "ye olde tyme" Macon, Ga., was reckoned a first-class cycle town, but for two seasons it has been on the wane, until it would now impress the visitor as being in a fit condition to bid "Farewell, a long farewell to all its former greatness" in the line of cycle trade, as it has fallen within the past two seasons from its place near the head of the column of progressive southern wheel towns to one of the poorest. The exact cause of this state of affairs I am unable to give, but it is in a great measure due, no doubt, to the unlooked for slump in the cycle trade of the south in 1894.

The previous season had been such a lively one that the dealers overreached themselves in the way of buying their lines for '94, and found that there was practically no trade whatever last season, with the result that they were left with a big over-stock on their hands at the beginning of the current season, and being fearful of a repetition of last year, they have not had the moral courage to lay in a stock of new models, preferring rather to confine their efforts to disposing of the old goods on hand.

There is But One Dealer in the City

who can really be said to be doing anything in the wheel line. This is S. S. Parmlee, dealer in carriages, wagons, harness, etc. Mr. Parmlee has long been the leading cycle dealer of Macon, and is now about the only one of the lot left. There being a scarcity of dealers there, Mr. Parmlee is naturally in a position to control all of the principal agencies, and he therefore represents a very largely assorted line, but is carrying a very light stock on hand. He is at present making leaders of the Columbia, Rambler, and Crescent, but has the agency for a large number of other wheels, and says that he will only carry a very limited stock, as trade has been so poor with him for a season past that he does not feel encouraged to attempt to rush matters until he sees evidences of a decided revival, which he considers as being very doubtful this year.

C. Huhn, dealer in guns, pistols, ammunition, fishing tackle, and a general assortment of sporting goods, has also been carrying a stock of bicycles, but he states that he was caught with such a lot of old wheels on his hands at the close of last season that he will devote his energies to closing out what he has on hand rather than in trying to dispose of any new goods. He represents the Waverley line, but at the time I was in Macon he had none in stock with the exception of old models and second-hand goods.

Macon, like many other cities of Georgia,

Levies a very Heavy Tax on Cycle Dealers,

which deters a great many concerns and individuals who would otherwise put in a line of bicycles, from handling them. The tax in Macon is $50 annually, I believe. Many concerns who would like to put in a small stock of from three to ten bicycles state that it is an uncertainty, at best, and that they do not like to add to this a premium for the privilege of selling or attempting to sell bicycles. I find this to be the case in a great many cities in this state, and while it is a good thing for the dealer, in protecting him to a more or less extent from curbstone dealers, it works a hardship on the bicycle salesman, as one or two dealers will have all of the trade of their town in their hands, and are therefore in a position to talk very independently.

Columbus, Ga., is another of the towns suffering from a relapse, and is doing very little in the cycle business. One of the dealers there told me that to his knowledge there were not one dozen wheels sold in Columbus during the whole of last year, but that he attributed this to the prevalent hard times and predicted a large increase in trade during this season; in fact stated that there had already been more business done there this season than was done during the whole of last.

The Leading Cycle Dealer of Columbus

is Phillip Eifler, who has been engaged in the sporting goods business in Columbus for over thirty years. Phillip Eifler, Sr., who established the business, died some months ago, but his sons are carrying on the business under the old firm name, and as they have been bred and nurtured in this line of business it is safe to assert that they will maintain the standing of the old firm. This firm handles the Falcon, Crescent, and Gales lines, and has in stock a clean, fresh line of wheels, unincumbered by old models and second-hand wheels, and is in a position to get its portion of the business of Columbus and vicinity. It has a large and well-equipped repair shop, presided over by skilled workmen doing all kinds of repairing, and carries a large assortment of general sporting goods.

R. L. Ross is agent for the Columbia and Cleveland lines, and also conducts a renting and repair department, and states that he is hopeful of a very good season, during which he will doubtless get his share of the trade. Mr. Ross is one of the old wheelmen of Columbus, and is ably assisted in his business by his wife, who is also a first-class rider and an enthusiastic wheelwoman.

Americus, Ga., is a Quite Lively

and up-to-date cycle town, and is blessed with a very enterprising class of dealers, who seem to be doing a very nice trade, as there is practically only two of them, and the town is one which will easily support two dealers, if the trade be at all good, as it seems to be this season.

Griffith Bros., a pair of jolly young Englishmen, handle bicycles exclusively, and represent the Victor, Pierce, and Meteor lines, on all of which they control considerable territory. They report that the trade this season shows quite an improvement over last, and state that they are confident of being able to do a good business. They have been in the cycle business in Americus for a long time, and, having an established reputation throughout the surrounding territory, they probably do the best cycle business of this section of Georgia. They have a very well equipped repair shop, and both being expert mechanics they do their own repairing, and have the name of doing first-class work, thus getting considerable patronage from the territory tributary to Americus.

W. H. C. Dudley, Jr., is state agent for the Wilhelm line of wheels, and puts his efforts chiefly behind that line, though he also represents the Sterling, Crescent, Columbia, and other lines. Mr. Dudley is known as a very enterprising dealer, and will doubtless have a good trade this season.

Thomasville, Ga., a pretty little city of about 8,000 population, is one of the great winter resorts of the state, and all of the cycle business there is done during the winter months.

The Only Dealer in Thomasville

is G. W. Forbes, a furniture dealer, who handles the Columbia and Waverley lines. Mr. Forbes states that he never sells a wheel during the spring or summer months, as the visitors all begin to leave early in the spring, and that it is a rare thing to sell a wheel to residents. The amount of cycle business that he does is of the very best class. Every sale he makes is a spot cash deal, and he says it is made without trouble. His sales during the past fall and winter were about thirty wheels. He carries a full line of high-class sundries, and keeps about one dozen good wheels for rent, for which he receives very good prices; "and it's all cash custom," he adds in a very complacent tone.

Brunswick, Ga., is one of the prettiest little cities in the state, and never fails to impress the visitor as being a winter paradise. There are many long drives in and around the city, along the beach and through shaded groves, leading to many points of interest, some of them historically so. Among the attractions to the traveling man, and not among the least, is a strictly first-class hotel, open all the year, and though ye weary traveler may have to endure a long, and mayhap a very dusty and generally unpleasant ride over Mr. Plant's pet railroad to reach Brunswick, he will feel after a bath and a hearty meal at the Oglethorpe that the journey was not in vain, even though the order he takes may be small.

J. H. Polhill, druggist by trade, but wheelman at heart, is the principal cycle dealer of Brunswick, and so well and favorably is he known that

His Cycle Business is Quite an Item,

along with his sales of pills. Mr. Polhill makes a leader of the Columbia, but also carries a variety of lower grades—among which are the Hartford, Wizard, and Crescent lines—and reports that he anticipates a first-class trade during the current year.

F. A. Dunn, newsdealer and stationer, handles the Falcon line exclusively, and seems never so happy as when telling of the beauty and merits of the gold crank. He has a large and well-equipped repair shop, and also does a renting business.

Roe & Cook, two enthusiastic wheelmen, are representing the Yellow Fellow, and had just received a shipment from the Stearns factory when I was there. They speak very hopefully of the outlook for a good trade this year, and will doubtless be in a position to command their share of it.

With all of its advantages Brunswick should make an ideal cycle town, and as the business continues throughout the entire year it should be a paradise to the dealer.

Valdosta, Ga., is located in the midst of the sandiest and dustiest section of the state, but in spite of these drawbacks is a lively little wheel town. L. H. Strum, who has a large repair shop, is the cycling authority and leading dealer of Valdosta. He handles the Columbia, Crescent, and Waverley lines, and does all of the cycle repairing of the town. He is one of the old-time wheelmen, and in olden days did some racing and long-distance riding. He rode from Pensacola, Fla., to the Columbia factory on a cone bearing Columbia ordinary many years ago, and was presented with a full nickeled Columbia of the latest pattern for his trouble. He has represented the Columbia continuously since that time, by which it would seem "the colonel's" liberality has been well rewarded.—"ORO."

The entire signal corps of the United States Naval Reserve, stationed at New York, will be mounted on H.-T. Scorchers. The deal was consummated this week through the Marion Cycle Co.'s agents, Porter & Gilmour, of 16 Warren Street, New York City. Special wheels will be built.

Manager Velle, of the Deere-Webber Co., of Minneapolis, while on an eastern visit, placed an order for 5,000 wheels for next year's trade.

THEY LAUGH AT THE STORY.

The story that Studebaker and Revell were going to manufacture 400,000 bicycles next year was received with a great deal of amusement by Chicago makers. The utter improbability of the story made it seem all the more ridiculous. In the first place, they argued, it would be impossible to get enough material to build so great a number of wheels, while in the second place the "syndicate" could not make that many in a year if they had the largest factory in the world. Mr. Gormully, who has just returned from the south, has written the following letter to the *Tribune*, the paper publishing the story:

CHICAGO, July 11, 1895.

EDITOR THE TRIBUNE: I have read your article on "Bikes to be Cheap." The object, as I understand it, of articles in newspapers is to give information and facts to the public, not nonsensical and visionary subjects, tending in a measure to influence the public mind, sometimes to the detriment of a business or trade. It would seem to me that your reporter, when seeking information of a certain class, should apply to the people who are engaged in that business largely, and have been so engaged for a long time past, or during the existence of such a business. There are many large and well equipped bicycle factories in Chicago, and in many other parts of the United States, employing thousands of men and using the best automatic machinery that can be produced in the world. It would seem from the statements of the gentlemen you have quoted that the bicycle industry was in its infancy, that they were made by hand, that the manufacturers were not progressive. If they would visit a first-class factory they would change their ideas somewhat.

Such articles are misleading to the public when they emanate from such sources. If a reporter came to me, I certainly should know nothing about the value of a carriage or lumber wagon, or of a chest of drawers, a wash bureau, or a picture frame. These matters are beyond my province. You might as well apply to your butcher or coal dealer for information on the bicycle business as to the people whom you have quoted; they could probably make just as near a guess. It is very refreshing to hear people state what such things can be manufactured for, such opinions being expressed by individuals who have not had the slightest knowledge of the manufacture of bicycles and would know just as much about it as they would about the manufacture of pianos or ships of war. Probably all the experience they have had is that during the last year or so they have sold them at retail and realized some of the profits. The business has become so prominent of late that every fellow who has a few dollars to spare thinks his fortune is made if he can stick it into the bicycle business. Many have done so in the last few years, and signally failed. I suppose more will follow in the near future.

I notice the rumor that has been going around the country, appearing first in one newspaper and then in another, of a syndicate who are going to make and market 400,000 bicycles before April 1, 1896, and which are to be made at $18 each and sold at $30. To any thinking mind the figures quoted above are simply ridiculous. In the first place, no firm or syndicate could manufacture that number of bicycles within as many years as they talk of months, even if backed with millions of capital. It is all wind, probably produced by some fellows who want to interest stockholders and get their good dollars in a scheme which will certainly be lost.

I speak knowingly, after an experience of seventeen years in the business, and think it is just to the public to write as I do, to prevent, if possible, the absorption of capital of people who can ill afford to lose it. There will be plenty of bicycles on the market next year without the addition of this syndicate that is so broadly talked about. There will be plenty of bicycles at $50 apiece, as there have been in the year past; there will also be always plenty of bicycles at $100 apiece, which will be readily sold, as the value will be therein. There is always a demand for the best articles and the cheapest articles of the same class. Carriages are sold all the way from $5,000 to $500, or less, for all I know, and so with bicycles.

I trust that the balance of the news in your paper is not of such a misleading or erroneous character as this particular article that I refer to.

Yours respectfully,

R. PHILLIP GORMULLY.

TRADE HAPPENINGS.

LA PORTE, IND.—The Crown Cycle Co. has been incorporated by Ellis Mitchell, Edward Michael, Charles H. Michael, Julius Sonn, and H. H. Kessler. Capital stock, $50,000. The company has secured a factory building and will erect an additional structure.

CHICAGO, ILL.—The Climax Cycle Co. has been incorporated by L. T. Alton, 571 Blue Island Avenue, F. N. Golding, and John Hurley, to manufacture bicycles. Capital stock, $100,000.

CORTLAND, N. Y.—The Wesson-Nivision Co. has been incorporated by David Wesson, W. O. Nivision, of Cortland, and C. C. Goodwin, of Barrytown, to manufacture bicycles. Capital stock, $25,000.

TOLEDO, OHIO.—The Yost Mfg. Co. will double the capacity of its plant. The company will commence at once the erection of a new two-story brick factory, 60x100 feet. Additional new machinery will be put in. Fully 10,000 will be expended in the contemplated improvements.

PORTLAND, ME.—The Lovell Cycle & Ether Motor Co. has been incorporated with B. S. Lovell as president, H. L. Lovell, treasurer, both of Waymouth, Mass., to manufacture bicycles. Capital stock, $250,000.

MONMOUTH, ILL.—The Monmouth Cycle Mfg. Co. has been incorporated by M. C. Souls, F. E. Harding, J. H. Pattee, J. A. Perley, and R. Lahann, to manufacture bicycles. Capital stock, $10,000.

SOUTH BEND, IND.—Studebaker Bros. deny the statement published in some journals, that they would go into the manufacture of bicycles next season. They announce, however, that they have been making some investigations into the bicycle business, and have several patents on improvements, by which the expense of manufacturing bicycles may be reduced, without sacrificing strength or efficiency.

NORWICH, CONN.—The Hopkins & Allen Fire Arms Co. announces its intention to commence the manufacture of bicycles, and is making preparations for the erection of the necessary buildings.

WORCESTER, MASS.—The Worcester Cycle Co. is being organized by Charles S. Boyd, of New York, who will be president of the company, and A. J. Cahill, of New York, who will be secretary, to manufacture bicycles. It is stated that a factory building has been secured for the purposes in view.

ROME, N. Y.—James H. Owens and others are organizing a company with a capital stock of $50,000, to establish a bicycle factory,

ONEONTA, N. Y.—The Holmes-Knox Cycle Co., Main and Chestnut streets, has commenced the manufacture of bicycles, making the Moosic.

TOLEDO, OHIO.—The Toledo Metal Wheel Co. will commence the manufacture of high-grade juvenile bicycles, and a patent sled. This company has recently completed the erection of a new three-story factory building, erected for the purposes indicated.

BAY CITY, MICH.—The National Bicycle Co. contemplates the erection of additional factory buildings, one 40x112; and the other 20x30 feet.

SYRACUSE, N. Y.—The Syracuse Cycle Co contemplates enlarging its factory building.

SAN DIEGO, CAL.—Pitner & Dickinson, bicycles, reported gone out of business, both members of the firm having secured positions in Los Angeles.

NEW YORK, N. Y.—R. H. Macy & Co., Sixth Avenue and 13th Street, have commenced the sale of bicycles, and have opened a bicycle riding academy on 14th Street, the building selected being the old Scotch Presbyterian Church. They will push the sale of the Oriental, Model No. 3.

ROCKFORD, ILL.—The Rockford Watch Mfg. Co. is reported to be contemplating the manufacture of bicycles. It is stated that the company is now working on three models, which will embody some special features.

NORWALK, CONN.—Gregory Bros., bicycles, reported to have dissolved partnership.

WASHINGTON, D. C.—John T. Murphy, broker and commission dealer in new and second-hand bicycles, has commenced business at 602 F Street, N. W.

PATERSON, N. J.—Snider Mfg. Co., bicycles, reported to have placed on record chattel mortgage for $500.

INDIANAPOLIS, IND.—The S. A. Haines Co., hardware, announces its intention of taking up a line of bicycle sundries, and extends an invitation to manufacturers to correspond with them in reference to this matter.

WASHINGTON, N. C.—The N. S. Fulford Hardware Co. has been organized to succeed N. S. Fulford & Co. The new corporation has a capital stock of $75,000, and will take up bicycles and bicycle sundries.

WYOCENA, WIS.—A. L. Wood, hardware, bicycles, etc., has opened new store.

NEW BRITTAIN, CONN.—Landers, Frary & Clark are placing on the market an improved bicycle weighing attachment, and are offering the same through their New York salesroom, 298 Broadway.

SAN LEANDRO, CAL.—William Pientel, of Hayward, bicycles, is preparing to commence business.

CUMMINGS, N. D.—M. T. Fortune, hardware, bicycles, etc., succeeded by John Monroe.

COOKVILLE, TENN.—Nichols & Ford, hardware, bicycles, etc., reported dissolved, E. D. Ford continuing the business.

LOUISVILLE FIRM ASSIGNS.

LOUISVILLE, KY., July 14.—Bishop & DeLang, who opened an agency here about two months ago, made an assignment last week for the benefit of their creditors. They had the agency for the Royal bicycle and also carried a stock of sundries. Their liabilities were about $800 and their assets about $400. The causes of the assignment were lack of capital, small advertising, and inexperience. It has not yet been determined whether the business will be continued or not, but a sign has been placed in the show window advertising the place for rent.

E. B. Dye & Co. have given up the sale of sundries and repairing and will devote themselves to the sale of wheels only in connection with their other business. They handle the Union, Smalley, Falcon, March, and Keating lines. Albert C. Mead purchased the stock of sundries from E. B. Dye & Co., and opened at 505 Third Street, where he will handle a full line of sundries, do cycle repairing, and rent wheels. Mr. Mead has been connected with Dye for many years, is very well acquainted with wheelmen, and is a hustler in general.

RECENT PATENTS.

542,254. Bicycle attachment; George E. Heaton, Kalamazoo, Mich.; filed July 7, 1894; serial No. 516,837. (No model.)

542,319. Motor for vehicle; Willard I. Twombly, Portland, Me., assignor of one-half to Benjamin S. Lovell, Boston, Mass.; filed August 31, 1894; serial No. 521,793. (No model.)

542,336. Pneumatic tire fastener; Ernest L. Ferguson, Chicago, Ill; filed October 10, 1894; serial No. 525,535. (No model.)

542,392. Clutch mechanism for bicycles; George St. Clair Manson, Chicago, Ill.; filed March 29, 1895; serial No. 543,729. (No model.)

542,472. Pneumatic tire valve; Edward O. Goss, Waterbury, Conn., assignor to the Scoville Mfg. Co., same place; filed July 16, 1894; serial No. 517,667. (No model.)

542,507. Locking device for bicycles; Herman C. Tafel, Louisville, Ky.; filed October 19, 1894; serial No. 526,397. (No model.)

542,526. Bicycle bearing; Thomas F. LaBelle, Holyoke, Mass.; filed October 31, 1894; serial No. 527,527. (No model.)

542,613. Saddle for cycles; John P. Johnson, Dublin, Ireland; filed November 2, 1893; renewed May 31, 1895; serial No. 551,184. (No model.) Patented in England, July 14, 1893: No. 13,715.

THE STEARNS AT ASBURY PARK.

The manner in which E. C. Stearns & Co. were advertised at the League meet in Asbury Park last week was a caution. Besides giving away 10,000 yellow canes tied at the handle with orange ribbon, which were distributed at the races, they likewise handed out 5,000 orange buttons with "Stearns bicycles" on them. Then every street-car in the city—bar none—was gayly festooned both fore and aft with Stearns banners, and all the peanut, lemonade, and what-not stands at the athletic grounds were likewise draped. One could go nowhere but what "Stearns bicycles" met his eye, and many competent judges say that fully $10,000 worth of advertising was obtained by them through their cleverness in the display business here.

MORE THAN ONE THOUSAND.

Morgan & Wright tires won more than 1,000 prizes July 4. A short story, but it means a lot.

Lee Richardson, the trick rider who holds record for riding backward, does all his work on a Monarch fitted with M. & W. tires.

Tom Winder, the Indiana newspaper man who has just completed the rougher part of his long journey around the edge of the United States, has only words of praise for the way his M. & W. tires—light ones at that—have stood up under some most extraordinary usage.

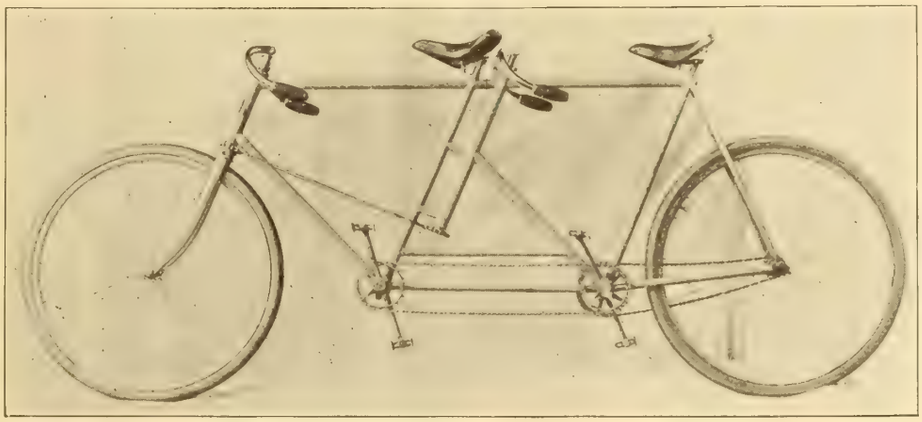
Miss Annis Porter, who has earned considerable fame round about Chicago because she is healthy and fond of century riding, knows more about actual country riding and its contingencies than a hundred of the sterner sex usually know on the subject. Miss Porter and her riding chum, Miss Christin, recently covered a tandem century in 10:20:00 on the Elgin-Aurora course. They both use and believe in the old reliable M. & W. tires. [ADV.]

FOR SALE.

An 18-karat gold Swiss stop watch; made by William Huguenin; paid $150. Make offer.
WEISS CYCLE HOUSE, 272 31st St., Chicago, Ill.

POSITION WANTED by an experienced salesman as manager or partner in a retail store. Best of references. Address, W., care "BEARINGS."

This is The **Peerless Tandem**



38 to 39 Pounds.

COMBINATION or DIAMOND FRAME.

Price, Only $125

PROMPT DELIVERY.

THE PEERLESS MANUFACTURING CO., Cleveland, Ohio.

Mention The Bearings

THE MYSTIC HOSE PIPE TIRE

Is the best tire of its type on the market, the construction permitting the valve stem to be removed at pleasure in case of injury.

Riders should use them, because in doing so they secure for themselves much pleasure and comfort these tires are light, swift, and strong.

Dealers should handle them, because they can do so with profit, and at the same time give their customers excellent satisfaction.

The "ARROW," "CLIMAX," and "REX" TIRES are splendid specimens of the mechanically fastened and cemented type tires.

CATALOGUE FREE.

THE EASTERN RUBBER MFG. CO.

TRENTON, N. J., U. S. A.

Mention The Bearings

ENGLISH TRADE NOTES.

English Manufacturers will Probably Combine Against the Makers' Amateur—A Discussion on Brakes.

LONDON, July 6.—I am pleased to hear that at last there is just a possibility of a few of the larger firms combining over the makers' amateur question, and that an arrangement may shortly be come to whereby the employment of racing men as advertisements will not be continued. I am sure it would be to the best interests of the trade if some such course could be adopted, but the point of doubt is whether the firms will really act up to their agreements. There can be no doubt that we are suffering too much from the racing man, who is employed in depots to such an extent that it is a wonder that any business is done at all. I know plenty of cases where the public have been treated disgracefully by these so-called assistants, and both the *Wheeler* and the *Atlantic News* have lately commented very strongly upon the matter. What the various tire companies will do in the matter I can not say, but I fail to see where the catch of the present expensive system on advertising comes in. For some reasons I am very glad that the records made at Putney were not scored on well-known machines, for I do not believe that they will result in the sale of many of the same makes of cycles as those used; and if this be so, surely the trade will see that

Everything is not in a Record.

R. H. Lea, who has for the past seven years filled the post of works manager at Singer & Co.'s factory, has, I hear, resigned his position, and will shortly be starting in trade on his own account.

The Premier Cycle Co. report excellent business, and when I called at the works one day last week I was informed that it was almost impossible to keep within measurable distance of the demands made for Helical Premiers. It will be remembered that this company showed a remarkably large turnover last year, but from all appearances I should think that the trading done by them this season will far eclipse their previous efforts.

A truly fearful discussion on brakes is now going on in the *C. T. C. Gazette*, and the general opinion seems to be that up to now no really efficient brake, from a tourist's point of view, has been devised. No doubt on tricycles a band brake is a good thing, but it seems that one of a satisfactory nature can not be made, or at any rate that the manufacturers will not give sufficient attention to its production. The tricycle is, however, so nearly dead that it is perhaps hardly worth devoting much time or money to the matter. Nevertheless, it should not be a difficult question to solve, as the sole objection to most of the band brakes now made is that they either hang on when they should be off, or else stay off when they should be on.

The Cycle Gear Co., of Coventry, whose two-speed gear is about the only thing of the kind which has met with any success of late years, has just introduced a modification of its previous pattern, the new gear being placed in the rear hub instead of being fitted to the crank-axle chain wheel. The saving in weight is great, but I do not think that two-speed gears will ever become really popular.

An Excellent Pattern of Cycle Lamp

has just been put upon the market here, which will, I think, be the nearest approach to the much-to-be-desired, but apparently unprocurable, practical electric apparatus. The new lamp is called the "Moonlight Vapor cycle lamp," and, as its name implies, it burns vapor instead of oil. The reservoir contains a fibrous material, which soaks up sufficient deodorized benzoline to give off a vapor which will burn for six or seven hours. The method of recharging is very simple, for nothing more is required than to fill the lamp with benzoline and then empty it again, the material inside holding but a small portion. It thus follows that the cost is very little, and as it lights instantly when a match is applied to the wick, and does not smell or become dirty, it appears to be a really first-class thing. The lamp costs no more than one of the ordinary pattern, and weighs rather less. The inventors and sole makers are the Moonlight Patent Lamp Co., Liverpool.

The general tendency of the cycle share market has been slightly upward lately so far as the really first-class companies are concerned Humber & Co.'s shares touched 8½ last week, while several others now stand at a considerable premium. On the other hand many of the tire shares can be had for almost nothing, and not a few of the less known manufacturing firms are quoted very low. Still the rumors of good business done by some of the houses have had a marked effect upon the general condition of the share market.

G. D. Leechman has a very sensible letter in this week's *Cyclist* on

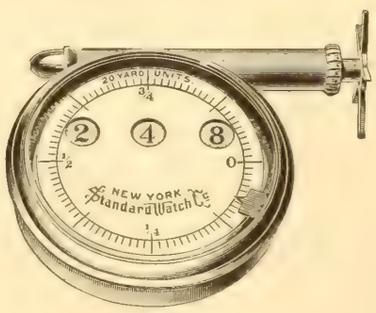
The Subject of Liners or Reinforcements,

in which he argues most strongly for a proper system of tapering in connection with this important addition to the modern cycle. He does not adduce anything fresh upon the subject, which was fully dealt with by the *Wheeler* some months since, but the more voices are raised, the sooner we shall get that perfection which we all aim at.

A rather unseemly dispute has been going on between two firms respecting the awards at the late Turin exhibition. It now appears from a letter sent to the press by the Triumph Cycle Co. that there were two gold medals given, one for the best roadster and the other for the best racer. The jury awarded the latter medal to the Triumph Co.

—WILL O' THE WISP.

None used it but to love it—



None named it but to praise!

CHICAGO TRADE NOTES.

Louis Jordan has seven 12-pound Jordan Specials in use on the roads in Chicago.

Harry B. Hanford, the well-known Chicagoan, is traveling on the road for the Union Mfg. Co., of Toledo.

Hales & Anderson, Ariel and Wolff-American agents, state that Thursday of last week was the biggest day they have had since the rush.

H. H. Schonstadt, of Morgan & Wright, has lost his Sterling, No. 7,771, Model I, and would be glad to receive a trace of the missing wheel.

The eight-year-old son of E. W. Kiser, president of the Monarch Cycle Co., was badly bitten by a dog last week. The boy was out riding at the time.

Superintendent Graham, of the Hill Cycle Co., has a surprise to spring on the trade in the shape of a new wheel. Exactly what it is, he is not prepared to say.

For the first time in two months the Excelsior Supply Co. has gentlemen's wheels ready for delivery. Manager Plumb says he is still two weeks behind in ladies' wheels.

The New England Piano Co., at 262 Wabash Avenue, has opened a bicycle department under the management of J. H. Manheimer. Thirty wheels were sold last week. Daytons and Sylphs are handled by the concern.

Charley Sieg last week contracted for material for 12,000 wheels. He is preparing for a big business next year. The Sieg & Walpole Mfg. Co. has contracted with several large jobbers for nearly 6,000 of these wheels. They will be made at Kenosha.

The Shirk Mfg. Co.'s new factory at Peru, Ind., will commence operations soon. Manager Pollow has ordered material for 5,000 wheels for next year, 1,000 to be ready by January 1. A number of '95 wheels will be made for the Pacific coast trade. Charles Gorman is superintendent of the new factory.

The connection heretofore existing between R. B. McMullen & Co. and the Hartford Rubber Works Co. has ceased by expiration of contract. The Hartford Rubber Works Co. has opened a branch office, at 835 Wabash Avenue, and will hereafter manage its business direct. The Chicago office is in charge of Morris Penrose.

The International Mfg. Co. and the America were distinctly in it at the Washington Park races July 4. Kennedy won the only B event from scratch, and also went against a running horse, which he beat easily. Emerson (whom many still believe won the time prize in the recent Chicago road race) met a number of the Chicago road-race contestants in the third-mile open and had no trouble in winning—thus demonstrating his ability as a speed merchant. Out of a possible eighteen, the America took thirteen prizes.

Peerless Ideas for '96.

The Peerless Mfg. Co., of Cleveland, has some novelties which it will adopt on its '96 line that are said to be a distinct advance in the present methods of bicycle construction. General Manager Crowther states that so far from the present weights of bicycles marking the limit, the new Peerless '96 models will be not only lighter, but 25 per cent stronger than this year's machine. These desirable features have been secured by the adoption of decidedly novel methods, which are also entirely mechanical and in accordance with scientific construction, and the machines will only need to be seen to be appreciated. The Peerless company will build a special light roadster next season that will list at $125, as well as its regular $100 high-grade line, and in addition will have a medium grade machine that will be the equal of the present '95 high-grade bicycle.

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season is better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds. For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill.

SUMMER TOURIST RATES.

The North-Western Line (Chicago & North-Western R'y) is now selling excursion tickets at reduced rates to St. Paul, Minneapolis, Duluth, Ashland, Bayfield, Marquette, Deadwood, Dakota, Hot Springs, Denver, Colorado Springs, Manitou, Salt Lake City, and the lake and mountain resorts of the west and northwest. For rates and full information apply to agents of connecting lines. Illustrated pamphlets, giving full particulars, will be mailed free upon application to W. B. Kniskern, G. P. & T. A., Chicago & North-Western R'y, Chicago, Ill. 2

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

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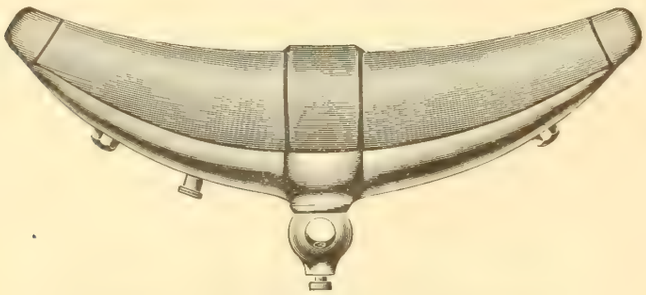
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NO FRICTION OR DEFLECTION OF MUSCLES.
PERFECT FREEDOM OF KNEE ACTION.
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CANADA

CANADIAN LOOP, L. A. W. NATIONAL CIRCUIT
AUG. 24 TO AUG. 31.

Every prize an unset diamond, with the exception of novice prizes.

UNIFORM PROGRAM AND PRIZE VALUE IN EACH PLACE.

Class A.	Class B.
1-mile novice.	1-mile open.
¼-mile open.	½-mile handicap.
1-mile handicap.	1-mile tandem.
1-mile open.	1-mile handicap.
	2-mile open.

Places and Secretaries to receive entries. Write for blanks.

Aug. 24.—Toronto, G. P. Sharkey, 70 King St, W.
Aug. 26.—Brantford, W. G. Nott.
Aug. 27.—Stratford, Chas. Dingman.
Aug. 28.—London, Dr. J. D. Balfour.
Aug. 29.—Woodstock, W. McWhinnie.
Aug. 30.—Peterboro, C. J. Horkins.
Aug. 31.—Montreal, D. J Watson, care M. A. A. A.

Tourists, take a holiday and come and see these races and what Canada and Canadians are like. Aug. 25—Toronto to Brantford, 66 miles. Aug. 26—Brantford to Stratford, 28 miles. Aug. 27—Stratford to London, 30 miles. Aug. 28—London to Woodstock, 27 miles. Roads excellent and pleasant touring country. Train to Peterboro and Montreal.

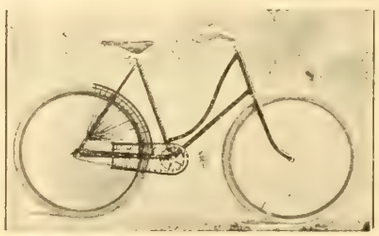
A COAST INVENTION.

San Francisco, Cal., July 9.—Berend Berger, a resident of this city, has applied for a patent on a new device for keeping a bicycle in an upright position. The attachment consists of arms extending from either side of the rear crank axle, to which small running wheels are attached. The arms are raised or lowered at will by a series of connections and springs, operated from the handle-bar of the machine. A lever is also arranged by which the running wheels can be operated by the foot.

The inventor claims that this attachment will be of particular use in military tactics, and to postmen, policemen, collectors, etc. It will be of great service to beginners, always keeping the wheel in an upright position when the spring is released. The contrivance only weighs 1½ pounds and can be attached or detached in five minutes. The inventor has not yet decided whether to sell the patent or form a company for its manufacture, but it will probably be the former if he can come to satisfactory terms with a buyer.

Rouse, Hazard & Co. have, within the last week, received two orders from China, one from New Zealand, one from the Barbadoes, and one from Newfoundland. One of the Chinese orders is from a large house at Shanghai that evidently intends to push American bicycles in the celestial empire. Rouse, Hazard & Co. have now sold Sylphs and Overlands in nearly every civilized country, and some countries that are not civilized.

A syndicate of manufacturers and cycle dealers is being formed in Berlin. There is a similar association in Belgium.



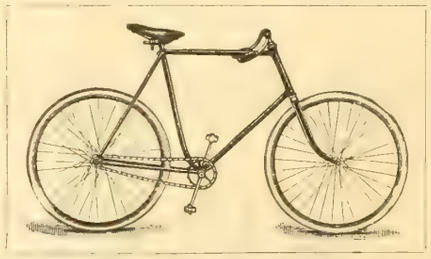
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THE BEARINGS
THE CYCLING AUTHORITY OF AMERICA
Vol. XI
No. 26
CHICAGO, JULY 25, 1895.

GREAT RIDING BY BANKER.

The American Easily Wins the Match Race from Protin—A Sensational Handicap—Hour Record Broken by Lesna.

PARIS, July 12.—Protin, the Belgian champion, was beaten last Sunday at the Velodrome de la Seine by Geo. A. Banker, the Pittsburg crack and the pet of the Parisian public. Banker also won the mile handicap, in which he naturally started scratch, defeating a field of sixteen, which included some of the best riders in Europe.

"Georgie" is now the undoubted professional champion of Europe. The several defeats he suffered at the beginning of the season—among others his defeat by Houben in their famous match—had somewhat shaken the confidence his friends placed in him, but his recent brilliant performances, both in Vienna and in Paris, have restored him to the high pinnacle he occupied last year, when he came immediately after Zimmerman. Banker's defeats were due to a want of preparation, and also to the fatigue caused by racing too much. However, he is now in form and is no doubt the best sprinter in Europe.

Large Crowds Present.

Fully 12,000 people assembled to witness the match, and the ovation the American received, as he sailed home a winner in the two first heats, baffles all description. The weather was everything that could be desired for a great race. It was warm, with a slight wind blowing, which the riders had to face in the homestretch.

Proceedings commenced with a 2,000-meter scratch race for French riders, the final of which brought out Gougoltz, Farman, Dumond, Tony Reboul, the Marseilles crack, and Fournier. The latter started off at a clinking pace, but was soon passed by Gougoltz and Farman, who fought hard for first place. Gougoltz won by a narrow margin and Dumond and Reboul finished third and fourth.

The Banker-Protin Match.

Banker and Protin then appeared on the track for the first heat of their best two-in-three match. Banker wore the stars and stripes round his waist and Protin's jersey was made of the Belgian colors. The American won the toss and took the inside position. Maurice made the pace for the cracks at a moderate gait until the last lap was reached, when he retired and left the two rivals to fight it out. The struggle only commenced on the straight when Banker put down his shoulders and went for home. Fifty yards from the pole Protin made a desperate effort to overhaul the American, but it was useless, and he was a good half length behind Banker when the winning post was passed. Owing to the waiting tactics of the Belgian this heat was reduced to a 100-meter sprint.

The Second Heat.

Interest had now increased in the match and the public was impatient to see what method of proceeding the Belgian would use in the second heat. Protin was given the inside position this time, but neither he nor Banker would take the lead. After "wandering around" the first corner Banker shot ahead and hitched on to the pacemakers' hind wheel. The pace was lively. Once fairly in the backstretch Protin made a terrific rush and went to the front. The Pittsburger held good, following as close as a twin brother. When 150 meters from home he was on equal terms with his rival. The struggle which ensued was short, as Banker gradually drew away from the Belgian, who sat up before the tape was crossed. Protin was forced to acknowledge that he had at last met his master.

The next race was reserved to amateurs, and attracted thirteen out of the twenty who had entered. Pisart, a Belgian rider, won the event, defeating Bernain, Bonneau, and Defrance. In the absence of Dunwody, Bernain, who finished second, had the satisfaction of beating all the "home division."

Duplicated Zim's Great Race.

The mile handicap which followed was by far the most interesting event of the day. Banker started scratch, and when he looked ahead of him as he waited at his mark, and saw such men as Harris, Edwards, and away in the distance young Louvet—whose seventy-five meter start was so generous that it looked as if the handicap had been arranged for him to win—he must have thought his task an almost impossible one, especially after his two hard races. Win, however, he did, covering the mile in 2:09, against Zimmerman's 2:09⅕ in a similar race last year on the same track. It was a glorious end to a glorious day's sport.

Sixteen men started in the handicap, Jacquelin at 10 meters, Harris at 20, Gougoltz at 30, Muringer and Fournier at 40, Edwards and Antony at 45, Dumond and Farman at 50, and six others at from 60 to 75. The prospect of catching such good men as Edwards and Louvet was not encouraging. At the get away

Banker Made a Streak to Catch Jacquelin,

and succeeded in doing so before the end of the first quarter. The others were gradually overtaken, and when the men passed the judge's box for the last time they were all in a bunch. Banker was well placed among the leaders. Kuhling was the first to get away in the home sprint, but he could not hold the pace, and Banker romped in an easy winner, Jacquelin taking second place, with Kuhling close behind. It may be mentioned that in the sensational mile handicap in which Zimmerman rode last year, the limit men were given as much as 100 meters (about 110 yards). Jacquelin was on the sixty-meter mark at the time.

While Banker and Protin were racing in Paris, Michael, the little middle-distance champion, was riding in a 100-kilometer race at the new Mondesir track at Bordeaux. The boy's style and remarkable ease in riding greatly astonished the "Bordelais," who had turned out in large numbers to see him race. From the very start Michael proved his vast superiority over his opponents, whom he lapped continually without apparent effort.

He covered the 100 kilometers in 2:23:13⅗, defeating Thé (13 laps behind), Lewis (24), and Hale (33). Michael came in for a good round of applause and was carried shoulder high to his dressing-room.

Michael Disposes of Dubois.

PARIS, July 5.—The two great events of the week were the Michael-Dubois match, and the Bordeaux race meeting at the new Mondesir track, where Protin raced against Morin and a tandem ridden by the brothers Loste.

At the Buffalo track the little "wonder" again proved his superiority in middle-distance races by defeating the veteran Jules Dubois, France's popular *coureur de fond*. A terrible storm, which obliged the riders to stop for twenty-five minutes, prevented Michael from lowering several records, but the marvelous way in which he followed the terrific pace set by the quadruplet teams showed that when he cares to make the attempt he can play "Old Harry" with the record list.

Dubois rode well, but was never in the hunt. Michael lapped him from the start, and kept on increasing his lead until rain began to fall in torrents, obliging pacemakers and riders to seek shelter for a time. The Englishman covered 42.435 kilometers in the first hour against Dubois' 40.435 kilometers. From this point all interest in the race had dropped. The track was too wet and slippery to allow of fast riding, and the men contented themselves with riding slowly round to complete the distance.

Protin Tries to Beat a Tandem.

At Bordeaux Protin tried to beat the Loste brothers on a tandem, a feat which Zimmerman himself had failed to do, and, as was generally anticipated, his attempt was unsuccessful. The margin was a very small one, only a few inches. His performance, however, can not be compared with the "Skeeter's," as the Mondesir track, with its long straight lines, is far more favorable to a contest of that kind than the Velodrome du Parc, which is almost circular in shape, thus giving a decided advantage to the inside man.

Protin won the international 2,000-meter scratch race, but not without a hard struggle with Morin, who finished a very close second. Morin won the "Course des Juniors" in tip-top style, defeating Leneuf, Fortuny, and Guerry by several lengths.

The Hour Record Broken.

In a 100-mile race at Dijon on July 1, Lesna beat the world's records for 50 miles and 100 kilometers, covering the former distance in 1:49:21⅘ and the latter in 2:15:51⅘. The previous day the same rider rode 45.700 kilometers (a fraction over 28⅜ miles) in an hour, beating A. V. Linton's record. He lost a great deal of time changing machines, owing to the breaking down of his saddle; otherwise he might have reached the twenty nine-mile mark.

COOPER PUSHES BALD CLOSE.

The Detroit Man Defeats the Columbia Crack in One Race—Exciting Finishes at Battle Creek.

BATTLE CREEK, MICH., July 22.—The rain which has fallen on every side was kind enough to overlook this part of the state, with the result that the track is in fine shape. The town is full of cyclists and the meet will be a success in every way.

The riders began coming in Saturday, and Sunday was devoted by a great many to trying the track. F. J. Titus met with a bad fall while doing a little warming up and in all probability will be unable to ride for a week. Before the races today O. P. Bernhart, of Toledo, was riding along slowly, when a bunch passed by and in his attempt to tack on his foot slipped and he received a very bad fall, breaking his collarbone and being generally cut up and bruised.

The Road Race.

The forenoon was taken up by a ten-mile road race in which there were an even half hundred contestants. The course had a number of bad turns and all in all was ridden in very good time. Dasey and Lawson were the only scratch men and made a very good race.

Joe Skelton was announced to win time prize, but failed to carry out the prophecy. H. A. Caldwell, the winner, rode from the four-minute mark and evidently had been overlooked by the handicapper, who seemed to be ignorant of the fact that Caldwell has won several time prizes this year and should have been either scratch or pretty close to it. He won the race after setting all his own pace and beat the second man out by one minute and twenty seconds. Dasey made good gains and was thought to be the time winner, but after checking up it was found that B. W. Pierce had covered the course in 27:45. P. B. Wilson got second time, and Dasey and Caldwell tied for third time.

The Track Races

were started off promptly before a crowd of about 5,000 people. The novice race was by no means the worst race of the day. It was run off in heats. In the final a diminutive lad by the name of John Wilder, a local production, went to the front and set the pace the entire distance. When it came to the sprint he was right there and with Joe Blovin almost rode a dead heat, winning only by the very smallest margin.



The half-mile open Class B was taken by Cooper. E. C. Bald won the first heat, being closely pressed by Gus Steele, who rode a good race. Ray Macdonald took the second from Cooper by a small margin. A. I. Brown and J. P. Bliss did the honors in the third heat. In the final heat Bald got his usual good start, but didn't hold it long as Cooper and Bliss came right up and pushed matters right from the start. On the backstretch Cooper was leading slightly over Bald, with Bliss right behind and McLeod coming up on the outside.

All were Riding Beautifully

as they rounded the last turn and as they came down the stretch the Detroit boy showed his abilities by winning out, with Bliss a close second.

The mile handicap Class A had two good sized preliminary heats with a final of fifteen starters. Dasey was on scratch and had his field well in hand when he was forced to run off the track to avoid a bunch that had fallen. The first man to cross the tape was R. D. Hensel, a youth hailing from Lansing. To show his exuberance of spirits he threw his hands high in the air and rode by the stand in this position. He was promptly disqualified. The second man fared no better and for fouling another rider was also disqualified. The race was finally awarded to Winnie Weller, Sam Cox, of Chicago, second.

The Last Race of the Day

was the two-mile handicap, Class B. Bald was on scratch with J. P. Bliss on the 150-yard mark. Bald did some very pretty riding, and caught his field just as the bell sounded for the last lap. Bald made a jump for the lead, but Bliss and Cooper were too quick for him. As the riders were on the backstretch Sims pushed Bliss twice, and in regaining his balance Bliss' wheel swerved, throwing Macdonald, who brought Sims down; Cooper fell a minute later but was not hurt. Bliss maintained his position right to the tape, beating out the Johnsons by a very small margin. After the race Sims filed a protest, but met with very little encouragement.

Track Race Summaries.

One-mile novice.—Wilder, first; Blovin, second; Van Male, third. Time, 2:23⅘.

Half-mile championship.—Ralph Samberg, first. Time, 1:13⅖.

Half-mile open, Class B.—Tom Cooper, first; J. P. Bliss, second; McLeod, third. Time 1:08⅖.

One-mile handicap, Class A.—Weller, 75 yards, first; Cox, 10 yards, second; Wilder, 125 yards, third; Eddy, 50 yards, fourth; Tinkham, 70 yards, fifth. Time, 2:10⅘.

Two-mile championship.—Hicks, first; Samberg, second. Time, 6:01.

Two-mile handicap, Class B.—J. P. Bliss, first; E. C. Johnson, second; L. C. Johnson, third; Ray Macdonald, fourth. Time, 4:32⅕.

The Road Race Finishers.

PO.	NAME.	HDCP.	TIME.	PO.	NAME.	HDCP.	TIME.
1	H. A. Caldwell	4:00	28:34	18	B. W. Pierce	:30	27:45
2	W. H. Wells	5:00	31:00	19	R. O. Brown	3:30	30:47
3	H. D. Eddy	2:30	28:42	20	J. C. Van Male	2:00	29:40
4	Walter Jones	4:00	30:12⅕	21	Fred Weage	2:00	29:40⅕
5	E. E. Mauter	4:00	30:25	22	R. Shaddelee	3:30	31:10⅖
6	S. W. Moody	5:30	31:55⅕	23	L. T. Flansburg	2:00	29:45
7	H. Steever	3:00	29:25⅖	24	P. B. Wilson	:15	28:15
8	H. S. Smith	5:00	31:25⅗	25	W. Swendeman	1:30	29:30⅖
9	W. A. Tinker	4:00	30:39	26	F. Drumond	3:30	31:40
10	C. D. Wilson	2:30	29:25	27	C. V. Dasey	scratch	28:34
11	Fred Fletter	2:30	29:25⅕	28	Henry Connors	5:30	34:04⅘
12	J. B. Bowler	2:15	29:10⅖	29	Walter Blackwell	3:00	31:34⅖
13	H. Vogt	2:15	29:10⅗	30	Chas. Kolb	2:15	30:49⅗
14	B. E. Kellarman	3:00	29:55⅘	31	D. I. Lutes	2:00	30:50
15	J. F. Blovin	3:00	29:56	32	John Lawson	scratch	28:50⅕
16	C. Nicholson	5:00	31:56⅕	33	F. De Cardy	1:30	30:27
17	G. A. Breldy	2:15	29:20				

SECOND DAY.

BATTLE CREEK, MICH., July 23.—The Michigan state meet which has just closed will be recorded as a great success. The racing has been of the very highest order, the track fine, and the attendance large.

The morning was utilized for the running off of a number of trial heats. A good sized crowd was in attendance, and witnessed some very good racing. The afternoon races started promptly at 2 o'clock, and opened with the final of the quarter-mile championship, the heats having been run off in the morning. A large delegation of Kalamazoo riders were on hand, and their joy was without bounds when Leo Flansburg, of Kalamazoo, romped home a winner.

The Class B races were all on the sensational order. Cooper showed that he is entitled to a place among the best of them. Bliss is in much better shape than he has hitherto shown, and in all probability will soon develop into the familiar pink streak that used to be the pride of Chicago.

The First Appearance of the B's

was in the one-mile open. Bliss stayed out of the race, preferring to save himself for the handicap. As the riders came out Bald eyed Cooper a little suspiciously, while Asa Windle looked a little determined as he supported Bald. When Cooper came out for the half-mile yesterday Bald was on his wheel, and Cooper, speaking up, said, "Well, Bald, I'll try to ride second to you." Asa looked up and said, "Yes, young man, you'll do well if you get second to Bald." Asa's remarks when Cooper beat Bald out are not recorded.

A tandem team was provided to do the pacing today. Bald caught the tandem first and Cooper, who had never ridden in a paced race but once before, was fourth. The field followed the tandem in single file for the first three-quarters. Cooper was the first to show a sprint, and he shot from fourth right past the leaders, and gained five yards. Bald, taken slightly by surprise, bent to his work and gradually began to pull up. Entering the stretch

Cooper was Leading by a Length.

Down the straight they came, Bald gaining inch by inch and Cooper riding hard. Ten feet from the tape Bald jumped and shoved his rear tire ahead of Cooper as they crossed the tape.

The one-mile open, Class A, had a very large field of entries and had to be run in trial heats and semi-finals. The final heat was won by H. A. Caldwell, of Detroit; the time as given—2:07—was announced as competition record for Class A.

The one-mile Class B handicap found Bliss on the seventy-yard mark with Maddox on the fifteen-yard line, and no one on scratch. Bliss had the race well in hand as the bunch was entering the last turn, when Kennedy went down and forced Bliss to run wild on the turn. Rigby, who was coming fast, got into the swing first and

Beat Bliss out to the Tape.

The time was 2:02.

The five-mile handicap proved an easy race for the long-mark men. Dasey and Lawson were on scratch. Dasey set a great deal of the pace, but was unable to catch the leading bunch.

The mile Class B tandem had four teams up, one of which dropped out owing to losing a crank on the first attempt to get away. The three teams started slowly on the first lap and showed a tendency to loaf. On the second lap matters were warmed up. As the last curve was being made Levy and Seavey fell, without any serious damage, nowever; in the finish Fred Rau and J. B. Bowler beat out A. I. Brown and Dirnberger in a very close finish.

Titus rode an unpaced mile in 2:10 and Dirnberger rode a mile paced in 2:05⅘.

Returning from the races Beattie, a rider from Port Huron, was run over by a train and lost both legs and had an arm broken.

Summaries.

Quarter-mile championship, final heat.—Leo T. Flansburg, first; B. D. Parker, second; Ralph Samberg, third. Time, :32⅖.

One-mile open, Class B.—E. C. Bald, first; Tom Cooper, second; E. C. Johnson, third. Time, 2:02⅘.

One-mile open, Class A.—H A. Caldwell, first; C. D. Wilson, second; H. S. Hoga, third; Sam Cox, fourth. Time, 2:07.

One-mile championship.—R. Samberg, first; Leo T. Flansburg, second; B. D. Parker, third. Time, 3:06⅕.

One-mile, Class B handicap.—F. B. Rig y, 90 yards, first; J. P. Bliss, 70 yards, second; P. Patterson, 100 yards, third. Time, 2:02.

Five-mile handicap, Class A.—Walter Jones, 585 yards, first; E. Maurer, 560 yards, second; Frank Moreland, 575 yards, third; John Wilder, 580 yards, fourth; Joseph Blovin, 400 yards, fifth. Time, 12:46⅗.

One-mile tandem, Class B.—Fred Rau and J. B. Bowler, first; A. I. Brown and Mike Dirnberger, second. Time, 2:16⅘.

NEW YORK NEWS NOTES.

NEW YORK, July 22.—Just before A. A. Zimmerman sailed for Europe last Wednesday he told THE BEARINGS' correspondent the exact terms of his Australian contract. He will be handed $5,000 in gold upon his arrival at Sidney, N. S. W.; in fact that amount has already been deposited to his credit in one of the banks there. All his own as well as his wife's expenses after reaching there will be paid by his Australian managers. He must be there by November 1, and ride his first race not later than November 27. Three races a week are the least he can start in, and in every race he will be guaranteed one-half the amount of the first prize if he loses, or of course, the full amount if he wins. At all race meets where he is advertised to appear he will receive one-quarter of the gate receipts. His contract terminates in time to allow him to leave for America by May 1, 1896. Zimmerman will wear the emblem of the Quill Club Wheelmen of America in every race while abroad.

The local professional circuit as arranged to date calls for a ten weeks' round, Philadelphia every Monday, Elkwood Park every Wednesday, and Manhattan Beach every Saturday.

Up to last Saturday, inclusive, Sanger had won just $1,900 since turning pro.

Club Races.

The East Orange Cyclers held their annual races last Saturday on the track of the South Orange Field Club. A rather large crowd watched the races, which in every instance were close and interesting. J. Giles and W. A. Dukes fell during the mile handicap, both of whom were badly shaken up and cut. All the races were Class A.

Summaries.

One-mile open.—James Giles, first; J. M. Edwards, second; W. A. Dukes, third. Time, 2:41.

One-mile handicap.—C. H. Foiles, 190 yards, first; Wm. Burnett, 195 yards, second; J. M. Edwards, 70 yards, third. Time, 2:24.

Five-mile handicap.—C. H. Foiles, 570 yards, first; Wm. Burnett, 580 yards, second; J. M. Edwards, 220 yards, third. Time, 14:57.

Liberty Wheelmen's Race.

With the thermometer standing near the 100 degree mark and not a breath of air stirring, the five-mile road race of the Liberty Wheelmen, of Brooklyn, was contested Saturday over the Merrick Turnpike road on Long Island. Fifteen men started, with handicaps ranging from 2:30 to :30. Larry G. Hoppe and F. D. White were the only scratch men. The first two men were sent away on their dusty journey at just 4:55 p. m., and James Egan, one of the two men with the limit, was the first to reach the finish, 14:41 later.

Had it not been for a severe fall made at the turning point, "Sam" Brock, a thirty seconds man, would have landed not only the time prize but the race as well.

Notwithstanding the positive statement that Otto Ziegler had been employed by the Spaldings to ride on that team, an absolute contradiction is uttered by those in a position to know exactly whereof they speak. It may be stated authentically, however, that the Overman Wheel Co. are after the services of W. C. Sanger and that they furthermore are thinking seriously of placing a professional team on the circuit at an early date. Neither Sanger nor Shafer would talk on the subject last Saturday when spoken to regarding the rumor.



THE HILSENDEGEN.

The Hilsendegen road race has been instituted as an annual affair, and will be run over the Belle Isle course on August 3. Entries have been secured from nearly all of the contestants in the Detroit Wheelmen road race, as well as from nearly every prominent road rider in the country. It is expected that the entry list will this year pass the 300 mark. The prizes, which have always been numerous and costly, will reach a total of $4,000, the three time prizes alone representing $1,000. Entry blanks may be had at this office, or by applying to Hilsendegen, 310 Wood Avenue, Detroit, Mich. The entries close on July 27.

JUST LIKE THE CHICAGO ROAD RACE.

BOSTON, MASS., July 22.—The first ten-mile handicap road race of the Pequot Club, of South Boston, was held this afternoon. A field of 112 men was entered, and a pretty race it proved too. The race was over a circuitous course, over which, in order to complete the ten miles, one had to ride four times. The result was a great complication of affairs, as many riders did the course but three times, others four, and still others five times. However, there was a finish, and subsequently no end of arguments, the judges finally awarding the leading prizes as they pleased.

F. E. Paige, a Lockport, N. Y., rider, claims to have ridden a half mile on the road in :46⅗.

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GEO. K. BARRETT, EDITOR.

NEXT YEAR'S MEET.

The entry lists for the contest for the '96 meet are now open and the entries are coming in at a lively rate. Already three cities have entered and the chances are that there will be at least half-a-dozen after the plum by the time the next National Assembly convenes. These modern meets are such enjoyable affairs that every city of any cycling prominence is after the '96 meet.

That the race will be a close and exciting one goes without saying, although the city that was supposed to be booked for the '96 meet—Boston—is scratched. This leaves the contest between Cleveland, Syracuse, and Louisville. These three enterprising cities will put up a race "well worth the price of admission." The delegates to the assembly will have hard work in trying to satisfy every one. Syracuse is perhaps the most prominent candidate. It is centrally located, has three large bicycle factories, and is a hotbed of cycling enthusiasm. Its hustlers are legion, and they have nearly as much "git up and git" about them as Denver's famous trio. Cleveland also stands a good show of winning. It is a western city, and it has been the custom to give the east the meet one year and the west the next. So Cleveland's chances are bright indeed. Louisville is also a strong factor in the race, although its location is not so good as the others. But its magnificent track and well-known hospitality will make a strong combination which will be hard to beat.

But it is early yet, so THE BEARINGS does not desire to announce its choice. However, we like to see the competition brisk, and hope that at least three or four more cities will go after the plum, for it shows that great interest is taken in these national gatherings. Competition enlivens things; and if the League needs anything, it needs enlivening. So, gentlemen, take off your coats, and enter the list, and may the best city win.

THE WOMEN AGAIN.

Notwithstanding the fact that the League has done its best to stop women racing, yet the objectionable practice still keeps up. It is no sooner downed in one section than it bobs up with a smiling countenance in another part of the country. Louisville and St. Louis were subdued, but now comes Buffalo, not with one women's race, but four. It seems as though the monster is hydra-headed.

Last Saturday, at Buffalo, some enterprising individual promoted a race meet for women contestants only and succeeded in inducing half-a-dozen misguided females to race so that he might line his pockets with good, hard, American dollars. Of course there was a crowd—for people always turn out to see something new—and in consequence the promoter made a nice fat sum.

THE BEARINGS has always been opposed to anything of this kind and it has not been the only paper which felt this way. We do not see how any self respecting woman can so far forget herself as to appear before an audience to race. The spectacle of half-a-dozen females straining every muscle, perspiring at every pore, and bent over their handle-bars in a weak imitation of their brothers is enough to disgust the most enthusiastic of wheelmen. We sincerely hope that the Buffalo meet will be the last of its kind.

MISS CHICAGO SHOCKED.

Virtuous Miss Chicago put her hands to her eyes last Saturday and allowed a maidenly blush to mantle the fairness of her cheeks. She was shocked, and she wasn't afraid to let the people know it; in fact she employed two columns in the Sunday papers in which to give full vent to her expressions of indignation over the fact that the authorities should allow cyclists to appear on the boulevards in racing costume. But Miss Chicago is a procrastinating young woman. For years she has allowed the athletic young men to bare their limbs while racing, and her present outcry is too late to be effective.

Miss Chicago kicked over the traces last Saturday when she appealed to the West Park Commissioners to stop the wheelmen from participating in road races while attired in regulation racing costumes. Like gallant gentlemen the commissioners promptly issued the necessary orders, and when the Morgan & Wright Cycling Club undertook to start its road race a gray coat informed the officials that the participants would not be allowed to start until they had covered their limbs.

This action on the part of the park commissioners is nonsensical. It carries us back to the days when the blue laws of Massachusetts were so strictly enforced by our puritanical forefathers, and we pause and wonder what the cranks will do next. We fail to see how any one's modesty can be shocked by the sight of bare legs and arms. Similar sights are witnessed daily at every seaside resort in the land, and yet we do not hear of the authorities interfering. Of course there are novices who appear with abbreviated trunks which might shock a few, but happily they are few and far between. If League rules concerning racing costumes are enforced we do not see how any one can protest. We hope Chicago wheelmen will fight this latest order to the last ditch.

General Joseph T. Torrence, one of Chicago's prominent citizens, will move to New York because coaching is not popular in the world's fair city, cycling being the ruling sport. The general should not feel that way—coaching is all right in its way, but it can not be compared to cycling for real enjoyment.

Bliss and Cooper have joined the circuit chasers, and by their work at Battle Creek clearly demonstrated their ability to hold the best of them. We take the opportunity to take Bliss from the list of "has beens," where he was placed by some of his friends after the Galesburg meet.

Women do not ride bicycles for pleasure. A southern minister claims that they are influenced by "personal devils." If that be true, we hope that there will be more "personal devils" loosened.

"Chicago claims to have 5,000 cyclists" is the startling announcement made by the *Australian Cyclist*. Multiply this number by twenty and it would be much nearer the mark.

Thirty miles in the hour is not so very far off. Lesna, the Frenchman has ridden 28⅜ miles in sixty minutes. We would like to see the "White Flyer" go for this mark.

Boston acts like a spoiled child. It probably wants the national assembly to offer it the '96 League meet on a silver salver.

Syracuse, Cleveland, or Louisville? Take your pick, gentlemen.

The professional era is now on.



CALLAHAN, SPIKE, AND BOHMAN

Time-Prize Winners in the Detroit Wheelmen's Big Road Race—Scratch Men not in it.

DETROIT, MICH., July 20.—The fifth annual road race of the Detroit Wheelmen took place over the five-mile loop on Belle Isle this afternoon. There was just an even hundred contestants, all of whom lined up promptly and got away without difficulty. The afternoon was warm and a strong breeze retarded the riders on the Canadian side of the island. Had the scratch men agreed on pacing and lived up to it instead of loafing, the record for the course would have undoubtedly been lowered. L. A. Callahan, the crack Buffalo rider, was given a handicap of thirty seconds, much to his disgust, as he thought it reflected on his reputation as a rider. Just to show the handicapper that he was a scratch man he sailed in and captured the time prize, a $600 piano, and seventeenth place prize. The "Terrible Swede," who has been on the course for a couple of days, was the object of much attention, as was

Dasey, the "King of Ireland,"

in his suit of green.

Starter Hilsendegen had barely got the "fast brigade" off his hands five seconds over the time of the previous laps. After what seemed to be a long wait Wanderer, riding alone, came tearing down the drive, closely pursued by a good-sized bunch, which was trying hard to catch the leader. He proved equal to the task and crossed the tape an easy winner. Callahan and Spike made a pretty finish down the stretch to the tape, Callahan winning only at the last jump. The crowd, which was all shouting for the Grant boys, began

An Anxious Look for the Scratch Men,

all hoping that the previous gains of the thirty-second brigade would be overcome. But their hope was in vain—they were not in sight at the end of the half minute. Finally, however, they came tearing along in a bunch, Lawson in the lead for a minute and then giving away to the Grant boys. "Grant!" "Grant!" "Grant!" shouted the crowd—but it was not to be Grant, for Dasey, the pride of Chicago, shot to the front and won by a half length,

Callahan won first time prize in 1:07:48⅘, Spike second in 1:07:49⅕, and Bohman third in 1:08:14⅗.

The prizes were awarded at the clubhouse during the evening.

Hilsendegen expects 300 entries for his race of August 3 and in all probability Dasey and Callahan will meet on equal terms.



when a watch was set up for the leader. Several minutes passed before Geo. Ryan came pedaling along by himself, a good fifty yards ahead of Wanderer. Every one expected to see the scratch men and thirty-second men in a bunch, but Callahan, Spike, and Bohman had organized a little fast brigade of their own and had increased the lead of thirty seconds to one of forty-five. The scratch men, with the Swede in the lead, did not appear to be exerting themselves. Dasey was chewing a toothpick and seemed to be taking matters easy. The second lap found Ryan and Wanderer riding together,

Still well Ahead of the Bunch,

who came by a minute later. The thirty-second brigade showed their intentions by adding fifteen seconds to the interval between themselves and the scratch men, who were still plugging along at a seemingly slow pace.

At twenty miles the leaders had lost much of their advantage and were in imminent danger of being overtaken by the bunch, which was taking turns at pacing. This round showed the second bunch, which was a large one, augmented by the presence of the thirty-second men, who were

Liberally Applauded for Their Plucky Riding.

The scratch men had at last begun to ride, as was attested by their gain of

The Finishers.

PO.	NAME	HD P.	TIME.	PO.	NAME.	HD CP	TIME.
1	Oscar Wanderer	9:00	1:16:00⅘	27	E. Ballantine	2:30	1:10:09⅗
2	Harry Taylor	7:00	1:14:09	28	J. A. Crawford	4:00	1:11:44
3	Harry Hall	7:00	1:14:09⅕	29	R. B. Sutherland	2:30	1:10:14⅘
4	P. Hathaway	7:00	1:14:13	30	W. Sterlun	5:00	1:12:44⅖
5	Wm. Wilke	8:00	1:15:13⅕	31	O. F. Bohman	:30	1:08:14⅗
6	H. Stofflet	6:00	1:13:13⅖	32	John Sterberger	8:00	1:14:44⅘
7	A. Heinman	6:00	1:13:13⅗	33	Bert Grosch	5:00	1:12:55⅖
8	A. L. Hart	6:00	1:13:13⅘	34	W. C. Ensrick	1:00	1:08:55⅗
9	E. M. Straub	8:00	1:15:14	35	Joseph Brooks	8:00	1:15:55⅘
10	Herbert Frank	8:00	1:15:14⅕	36	E. Gilbert	5:00	1:13:00
11	Chas. Ryan	10:00	1:17:14⅖	37	Geo. Brown	1:00	1:14:07
12	James Cloo	8:00	1:15:14⅗	38	G. Calhoun	2:00	1:10:14⅘
13	Henry Frank	8:00	1:15:14⅘	39	E. Popkoney	8:00	1:16:14⅖
14	Frank Sturberger	8:00	1:14:15	40	J. Axtel	7:00	1:15:14⅗
15	John Nermetta	9:00	1:16:18⅖	41	D. W. Pierce	:30	1:09:08⅖
16	Max Dingfelder	6:00	1:13:18⅖	42	J. Esperon	6:00	1:14:38⅕
17	Louis Callahan	:30	1:07:48⅘	43	H. Caldwell	2:00	1:10:47
18	P. Patterson	2:00	1:09:19	44	A. Morriss	5:00	1:13:49
19	E. M. Spike	:30	1:07:49⅕	45	W. R. Walton	10:00	1:18:58
20	T. B. Wilson	1:00	1:08:19⅖	46	John Tuhey	7:00	1:16:00
21	J. L. Blom	4:00	1:11:19⅗	47	C. V. Dasey	scratch	1:09:14⅗
22	H. N. Quass	2:00	1:09:19⅘	48	Geo. Grant	scratch	1:09:14⅘
23	J. C. Van Neal	3:30	1:11:09	49	W. Grant	scratch	1:09:15
24	Frank Place	5:00	1:12:39⅕	50	J. Lawson	scratch	1:09:15⅖
25	Ben Cleveland	1:30	1:09:09⅕	51	W. L. Furman	scratch	1:09:15⅘
26	Frank Skinner	3:00	1:10:39⅖				

WHAT JOHNNY BULL IS DOING.

Wridgway Rides a Plucky Race—The Catford Hill Climb—Society Riding Wheels.

LONDON, July 6.—In the past the Surrey Hundred has been a popular fixture at Herne Hill, but this year the Surrey Club abandoned the event, whereupon Hillier promptly announced the century cup race, which took place last Saturday. The initial contest for the cup was full of interest, twenty-two men starting and, despite a wind across the ground, record was altered from fifty-one to fifty-nine miles by A. W. Horton. From the end of the first lap the leaders were paced by triplets, and later by a quadruplet. R. Palmer got clear away from Wridgway, whose plucky riding to overtake Palmer and others made him the hero of the afternoon. At ten miles Wridgway was close up to Palmer. The latter got away again, but was finally lapped by Wridgway at forty-one miles. Then Horton blazed away and led at the expiration of two hours with over forty-nine miles to his score, beating Chase's figures as stated above. It was not until eighty-three miles that

Wridgway Overtook Horton

and soon lapped him, winning strongly, amid cheers, in 4:19:34⅖, Horton second, and Palmer third. Rudham and Dawnay collided and retired early. Hunt, Rosser, Maggs, Poupard, and other prominent riders were so far behind that their times were not taken.

For the ninth occasion the Catford C. C. held their annual open hill climb on Saturday, the acclivity selected being at Westerham, Kent. The hill is over half a mile in length, the surface was in good order, and a favorable breeze helped the climbers. The contest partook more of the nature of a time trial than a struggle up an impossible gradient, for no less than eighteen out of the twenty-two starters reached the top, thereby securing certificates. The minimum gearing allowed was sixty inches, and the longest crank 6¾ inches. Weight was not restricted. F. W. Crewe won the scratch race in 4:49⅘, and J. Parsley secured first position in the sealed handicap, decided simultaneously. A. E. Payer, the well-known Folkestone rider, got up fourth. Wale, his club fellow, did not compete.

None of the Machines Used were Faked.

and there were no breakages. The winner of the handicap rode the lightest safety used, an 18-pound Encore; Crewe's Quadrant weighed 27½ pounds; and the heaviest machine, 32 pounds, was used by R. P. Hawes, who was absolutely lost.

The Wood Green track is now the scene of constant activity, and many men are training there. The North Road Club men ran off a fifty-mile handicap on Saturday, eighteen starting, and A. F. Ilsley winning from scratch in the fine time of 2:05:22⅖. On Wednesday the Stanley C. C. ten-mile safety championship was decided here. Fourteen members started, and no less than nine tandems and a quadruplet turned out to pace. A. F. Ilsley also won this event with ease in 23:37. Ilsley, who is in fine form, is going shortly for the mile tricycle record.

A Big Spill.

An exciting incident happened at the Ravensbourne Club sports last Saturday, involving a "dozen down" through collision, perhaps the largest compound smash on record. It was in the five-mile scratch with eighteen riders on the track (turf). The pace, says the *Cyclist*, was good, but not fast enough to string the field into a safe line. At half distance Desnos was leading, when Ingram sprinted to the fore, and taking the bend too soon his left pedal crashed into the spokes of Desnos' front wheel. Instantly both were down, and the torrent of riders poured over them; others, to escape, turned aside and plunged among the officials, mowing them down like ripe corn before the sickle. Nothing was to be heard but crash, smash, thud, thud, the bursting of tires, the twang of wrenched spokes, and a few horrified cries. The ladies behaved splendidly and did not scream. The course looked like a battlefield or the scene of a great explosion. Several officials were badly hurt. Hill had his foot caught in the spokes, and it took a long time to disengage it. Soanes was knocked out of time. A. J. Watson escaped the mix, and the end of all was that a special race at two miles was put up in place of the interrupted contest.

Lesna and Michael will Ride.

The Catford cash contest announced for next Saturday promises to be full of interest. The first prize is $125, but it is possible for the winner to increase this to $225 by breaking records at 50 and 100 miles and 6 hours. J. Blair told me last week that some of the French competitors will bring triplets along with them to insure being provided with this form of pacing. Lesna and Michael, two of the fastest men in six-hour contests, have entered.

M. A. Holbein started at 7 p. m. from Peterborough on Thursday, and by 7 a. m. next day he had covered 217 miles, beating A. A. Chase's twelve-hour road record by four miles, and Brookbanks' doubtful record by two miles. Holbein continued strong and well and covered 397 miles in the twenty-four hours.

I hear on good authority that J. H. Price and Westwood (of rim fame) are to be the new managing directors of the Palmer Tire Co. C. Vernon Pugh will continue on the board of directors, which will be joined by M. D. Rucker, of Humber's. The great Beeston firm will push the Palmer in 1896.

A visit any morning to Battersea Park yields abundant amusement. Although now and then a lady in rational dress may be seen

The Fair Novices Mostly Wear Skirts

—long dresses which nearly sweep the ground. High heeled patent shoes and white kid gloves, so tight as to make it impossible to grasp the handles firmly, are the prevailing wear, together with broad brimmed straw hats and white veils. The fashionables are a law unto themselves. They ride at a slow pace for short distances, dismounts to chat with friends and adjournments to White's Kiosk for refreshments being frequent. The ladies follow their pedals by jamming their heels against the back plate of each rat-trap. The men wear light trousers fastened by clips, and both sexes affect a bolt-upright position in their saddles. A very fashionable crowd of onlookers lines the road where most of these butterflies assemble. Many machines are kept on the ground by a custodian. Others are brought in carriages by their owners.

The trade is feeling the special demands of its fashionable patrons.

The One Thing the Society Person Wishes

to avoid is buying an ordinary looking machine. White enamel is in great favor among the ladies, gold lining being added. White silk cord is being ordered for dress guards, and coats of arms and heraldic colors are being affixed to the heads to aid in identifying machines. The cream of London society now cycles and horseback is voted old fashioned.

A. J. Watson, who has fully maintained his position on the path this year by his numerous wins, stands 5 feet 4½ inches in height, and weighs 134 pounds. He thinks that little men score over big ones in getting round the curves of a track quickly. Two hours before starting in a race Watson eats a chop. He does not believe in rigid abstention from the comforts of life when training, although he avoids pastry, of which he is fond, the day before a race. The day before he won the five-mile championship he was met smoking a cigarette. Just prior to mounting in the mile championship, a week earlier, Watson drank a glass of lager. He won the race. Watson's best time for a mile was 2:14⅖ at Ghent. On a tandem he has done 2:02.

All Kinds of Records Lowered.

LONDON, July 13.—Although the Anerley 100-mile handicap at Herne Hill last Saturday was only a club meeting, and drew a comparatively small gate, the occasion proved a record carnival. Such an all-round upheaval of times for various types is startling even in these days of perennial record cutting. The weather was warm and calm, making the afternoon a perfect one for high speed. Pacing was plentiful and good, a quadruplet doing great service. Four men started on safeties, C. G. Wridgway being the most important. He cut records from 27 miles to 100, completing the latter in 4:05:30⅕. Yeoman and Cooke started on a tandem, and made new times from 15 miles to 100, finishing in 3:47:21⅘. Their hour distances were: One hour, 27 miles 20 yards; two hours, 53 miles 680 yards; three hours, 79 miles 775 yards; all world's records. They won the handicap. A triplet manned by H. H. Clarke, P. Litchfield, and F. J. Little also started, cut records from three miles, and finished in 4:14:10⅖. Their hour distances were: One hour, 26 miles 402 yards; two hours, 49 miles 810 yards; three hours, 72 miles, 1,056 yards; four hours, 94 miles 583 yards.

Both the tandemites and Wridgway rode splendidly, and were greatly cheered on finishing.

Failed to Get Record.

Concurrently at Catford, W. Rosser and F. W. Weatherley started to beat the hour's tandem record. On comparison, later in the day, with the Herne Hill performance of Yeoman and Cooke, it was found that the Catford pair's figures were inferior except from eleven to eighteen miles (39:49⅕), and their hour score was only 26 miles 1,630 yards.

The Anfield C. C. held a twenty-four-hour road race on Saturday which resulted in a win for Walkiss with a score of 343½ miles.

The road event of the week has been the successful ride from Land's End to John o'Groat's on a tandem safety by T. A. Edge and G. P. Mills. The pair started on Monday morning at 6 a. m. and finished at the northern extremity at 10:46 a. m. on Thursday. Their time was 3 days 4 hours 46 minutes, or 1 hour 3 minutes inside Mills' previous best on a single safety. During the last 200 miles a northerly wind and heavy showers bothered the riders. This is the first attempt on a tandem over a course of similar length.

England Kicks Over the Traces.

The N. C. U. has permanently disqualified Arthur Ducros for starting in the Plymouth cup race when ineligible, and in defiance of the judge's orders. It has been decided not to send an amateur team to represent England at the world's championship meeting promoted by the International Cycling Association at Cologne. The difficulty consists in the refusal of the German Union to disqualify Lehr, who is still held by them to be an amateur. England's amateurs have been so thinned by the licensing scheme, that it would be necessary to send an unlicensed team—a proceeding which the N. C. U. considers would be unfair to France. England, however, will nominate a team of professionals to ride at Cologne.

Lowered the 1,000-Mile Record.

Hal Berte, a professional rider—better known as a long-distance roller skater—recently accomplished a tall performance on a Boudard-geared Humber, without the benefit of pacemakers and all the usual assistance the modern road record breaker receives. Starting from the G. P. O., London, on July 1, he rode to Edinburg and returned to London. Thence he rode to Bath and back as far as Colnbrook—total, 1,001 miles; time, 4 days 21 hours. This beats Laurence Fletcher's previous time of 4 days 23 hours for 1,000 miles. I have seen Berte's checking book and have no reason to doubt his ride, which will be duly investigated by the Road Record Association. His machine was geared to 72 inches, had Fairbank's wood rims, Dunlop tires, and weighed 26 pounds.

It's Like This

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The Waverley

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PROFESSIONALISM LAUNCHED.

Manhattan Beach Track Thrown Open to Cash Prize Riders—Last Saturday's Races.

NEW YORK, July 20.—Today really marked the opening of the new professional era of cycling. At Manhattan Beach the first day's race meeting of the National Cycle & Athletic Association was held today, and not less than 2,000 spectators witnessed the sport.

There were three professional and two Class B events. Those of the latter class were each at one mile, one being an open affair, the other a handicap. Of the pro races there were a one-mile open, one-mile handicap, and a ten-mile scratch with pacemakers.

Everything would have been serene had it not been for that ten miler, which of all cases of "tangle" easily took the head of the class. There were eleven starters of good, bad, and indifferent pros. The pacing for the first mile was supposed to have been done by the Berlo quad, on which were mounted Fred St. Onge, Ike Silvie, George Cutter, and H. E. Bartholomew. In addition to the quad there were three tandem teams on the track simultaneously, and the men did not seem to know exactly which one was setting the pace. One of the field quit at the end of two miles, and then went out again at five miles and rode in the bunch, or string, exactly as though he were in the contest and stood a chance of landing part of the money.

It was a sure enough case of every one rattled, and when Pat O'Connor and Conn Baker fell at the end of the fourth mile, and a few moments later

The Quad went Down,

owing to a deflated rear tire, no one really knew who was who, or what was what. One thing was certain, and that was that Frank Starbuck, the Iowan, was leading by three-quarters of a lap and that Waller was riding second, half a lap ahead of the third man, but what positions the others were in was by no means certain. The judges were compelled to change their original decision in placing the men after the first announcement. On the tenth mile the tailenders were so tired that they rode at a mere crawl, and that too when the race was ridden in comparatively slow time.

The entries to the other events were not heavy and but four trial heats, all told, were necessary to sift the fields down to a respectably small size. Walter C. Sanger never earned $200 easier in his life than he did today, beating his field in the final of the first event, a one-mile open, by over 100 lengths, his time for the distance being 1:59⅘.



The famous Belle Isle course, over which the Hilsendegen road race will be run August 3.

Sanger Also Won the Mile Handicap,

but by no such distance as in the open event. Sanger, Eaton, Berlo, and Baker made a tight finish of it in the handicap, riding as named only inches apart at the tape.

Of the Class B races there is little or nothing to say, C. M. Murphy, who showed marked improvement over former races, romping away with the final of the mile open, while E. L. Blauvelt, from the limit mark—125 yards—did likewise in the handicap. With the exception of Sanger's competition mile of 1:59⅘, only ordinary time was made in the various races.

Mike Dirnberger attempted to lower Otto Ziegler's world's unpaced, flying start, quarter-mile record of :25⅕, but the best Mike could do was to grind out :27⅗.

That this time would have been under :25 had there been no wind blowing there can be no doubt, as Dirnberger fairly flew over the first eighth, which he covered in :12⅖. The gale of wind which struck him as he rounded into the stretch, however, slowed him down perceptibly and destroyed all chances of creating a new figure.

Harry Wheeler rode, but only as a pacemaker.

The Day's Sport was Over

by 5:45 p. m. and had it not been for the ten-mile event those present would have departed with a thoroughly pleased expression on their faces instead of that tired feeling which was so prevalent after the long-distance race ended.

Summaries.

One-mile open, professional.—W. C. Sanger, first; P. J. Berlo, second; Jay Eaton, third. Time, 1:59⅘.

One-mile open, Class B.—C. M. Murphy, first; Nat Butler, second; A. W. Porter, third. Time, 2:03.

One-mile handicap, professional.—W. C. Sanger, scratch, first; P. O'Connor, 90 yards, second; I. A. Silvie, 35 yards, third. Time, 2:16⅕.

One-mile handicap, Class B.—E. L. Blauvelt, 125 yards, first; A. H. Barnett, 85 yards, second; C. T. Earl, 110 yards, third. Time, 2:12⅗.

Ten-mile open, professional.—J. F. Starbuck, first by one lap; Frank Waller, second R. P. McCurdy, third; Jay Eaton, fourth. Time, 24:52⅘

One-mile tandem open, professional.—Wheeler and Berlo, first; St. Onge and Bartholomew, second; Gross and Bellow, third. Time, 2:21⅕.

CLEVELAND WON THE RACE.

PITTSBURG, PA., July 20.—Louis Gimm, of Cleveland, was the first man to reach Pittsburg in the team race between Cleveland, Pittsburg, Buffalo, and Irwin (Pa.) teams from Cleveland to Pittsburg, a distance of 130½ miles, making the ride in 9:18:00 and G. Von den Steinen, also of Cleveland, finished second in 9:55:00. This gave Cleveland the race. Fourteen men finished under twelve minutes.

Forty-six men faced the starter in Cleveland's public square at 7:40 a. m. The light rain of last night had laid the dust and put the roads in first-class condition. Lunches were waiting the riders at each checking place, and lemonade and iced tea could be had all along the route. In fact, so great was the interest manifested in the race along the road, that at one place the citizens got up a subscription and had the roads scraped and put into the best shape imaginable to help the boys along in their race against time.

Louis Gimm Took the Lead

out of Cleveland, and as that was a comfortable place to stay on a dusty day he kept it all the way through Chagrin Falls, Warren, Youngstown, and Darlington. Gill, of Akron, was close behind him most of the way, but was dropping back gradually, and at Poland, although he was still second, was several miles behind the leader. The rain that fell last night improved the roads very much, but they were very dusty for all that, and in some places the sand made riding very hard. The number of broken wheels reported is an evidence of the treachery of the sandy stretches.

The Pittsburg team kept well together from the start, and at Warren were all in a bunch, only a few minutes behind the leaders. Keenan got to Warren nine minutes behind Gimm, riding close to Leonert, of Buffalo. Kleineman came in one minute later and Bott and Waldinger followed about six minutes behind.

The Only Other Team Men Ahead of Them

were Gimm and Von den Steinen, of Cleveland, and Leonert and Mack, of Buffalo, and they were not riding any stronger than the Pittsburg boys. At Youngstown Keenan got a bad fall right in front of the Todd House, and put his wheel out of the race. He got another machine, however, and only lost about fifteen minutes. It was very valuable time, though, and the shaking up he got lessened Pittsburg's chances for the trophy very materially.

There was a great deal of surprise when it was announced that Buffalo's crack team was out of it and would not even finish. Mack broke his front wheel just out of Youngstown and had to quit. Leonert found the pace too hot at Youngstown, and Mignery, who had already left Youngstown, heard that they had quit and at once gave it up himself. This left the team race practically between Pittsburg and Cleveland, as the Irwin team, while keeping well together and riding strong, were gradually dropping back. Kemler, of the Buffalo team, was the only man left to represent that city, and, while he was away up in front, he could not hope to win the trophy himself.

The teams were made up as follows: Cleveland, Louis Gimm, D. Cottom, C. Hudson, and Gus Von den Steinen; Buffalo, E. F. Leonert, Mose Mignery, H. L. Huekno, and Tom Mack; Pittsburg, C. Keenan, J. K. Wildanger, J. B. Kleineman, and U. P. Bott; Irwin, Emil Anderson, J. H. Frick, Thomas Lough, and Thomas Gouth.

A new cycle racer arrived recently in France. His name is Abd-el-Kader, the champion of Egypt. He will train under the elder Mercier. The champion is tall and admirably built; has black eyes and is full of energy. It is difficult to tell what his color is; he is neither black, yellow, nor red; the three colors are shown in his face and present a very curious aspect.

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GARDINER TO THE FRONT.

The Chicagoan Distinguishes Himself at Williamsport by Winning Three out of Four Races.

WILLIAMSPORT, PA., July 23.—Arthur Gardiner was feeling badly today, and when Chicago's pride feels that way he can ride like a fiend. He did ride today; so did Charlie Murphy, after he had been beaten twice, and Willie De Cardy won his first race on the national circuit, his second prize in Class B. Gardiner made his debut in Class B on this track last fall, and it was nearly a coincidence that the lad should make his proudest record of the season on the same track. Gardiner won three firsts and was beaten by two inches in the fourth contest.

Without the M. & W. team there would have been just four entries in today's contests—Murphy, Jenny, and two strangers. The track is a quarter-mile without any banking to speak of and is very dangerous. Men fell and were hurt last season. The Battle Creek meet today drew fifty-three B entries and a majority of the prominent men were there.

Williamsport was full of excursionists, but only 700 people attended the races. In a neighboring grove a picnic party of thousands disported themselves.

But five or six men started in any of the five Class B contests. Gardiner easily beat Murphy out in the half-mile after Brother Charles had

Gained a Length Lead Rounding the Turn.

Gardiner had no difficulty in the mile open after he had played his field as a good fisherman does his fish. Likewise Gardiner ran away with the three-mile, but in the two-mile open came the tug of war, when brawn and muscle counted, and when one lucky jump would land either of two competitors a winner. In this contest, as the bell rang, Monte Scott made the leap. Scott gained twenty yards. Gardiner was after him, and at the turn was several lengths in the lead. Murphy was back in the ruck with apparently no show, but Murphy rounded gamely and then came in strong, with jump after jump. Twenty yards from home Coulter, Gardiner, and Murphy were neck and neck. The three fought gamely, and with one convulsive shove

Murphy Gained the Mastery,

winning by barely two inches. A yard over the tape Gardiner again had his tire in front. Coulter was half a length back. Evans, of Lansing, Mich., Bainbridge, Jenny, and Scott each had falls.

Murphy lost the handicap to Willie De Cardy by a length. The two fought gamely for the pole, De Cardy gaining it and the advantage. F. P. Gotalder, a local rider, gained honors in Class A, winning twice with ease. A. Audet won the Demorest cup, riding a wheel geared to 110. This was provided with special roller bearings.

Summaries.

One-mile novice, Class A.—L. M. Laux, first; J. J. Wolf, second: Lyman Pray, third; James N. Moore, fourth. Time, 2:28⅗.

Half-mile open, Class B.—Gardiner, first; Murphy, second; Jenny, third; Ziegler, fourth. Time, 1:08⅕.

One-mile open, Class A.—Gotalder, first; Crouse, second; Moore, third, Andrews, fourth. Time, 2:37⅖.

Two-mile handicap, Class B.—Willie De Cardy, 75 yards, first; Murphy, 25 yards, second; Monte Scott, 80 yards, third. Time, 4:46⅗.

One-mile club championship, Class A.—Speaker, first; Andrews, second. Time, 2:52⅗.

One-mile open, Class B.—Gardiner, first; Ziegler, second; Coulter, third; Murphy, fourth. Time, 2:24⅘.

T o-mile handicap, Class A.—E Gotalder, 100 yards, first; Speaker, 130 yards, second; Lester Sheffer, 75 yards, third; Audet, 130 yards, fourth. Time, 5:06.

Third-mile open, Class B.—Gardiner, first; De Cardy, second; Coulter, third; Murphy, fourth. Time, :45.

Two-mile open, Class B.—Murphy, first; Gardiner, second; Coulter, third; Scott, fourth. Time, 5:39⅕.

Five-mile Demorest cup, Class A.—Audet, first; Sheffer, second; Crouse, third. Time, 13:31²₅.

LOUISVILLE'S TROUBLES.

LOUISVILLE, KY., July 22.—So many complaints were made about scorching that the Board of Public Safety tried the experiment of mounting two policemen on wheels and putting them in the locality where the most of it was done. The result was so evident that they increased the number to four last week. Two of them are stationed on Third Street, where nine-tenths of the wheelmen congregate or ride for pleasure, and life will be made a burden for the scorcher or rider without a bell or lantern.

One of our local Solons was struck with the idea that the city would reap a great harvest by taxing every wheel in the city and introduced an ordinance to that effect. The first section was one providing for putting the bicycle on the same plane and giving it the same rights as any other pleasure vehicle; the other section provided for a license tax of 50 cents for each wheel, and the method of collection. It was introduced in the council and then the fun began. By motion of one of the best-known wheelman members of the board all of the ordinance except the first section was stricken out and then passed as abridged. It is now contended that if this ordinance becomes a law that a bicycle will be taxed the same amount as the other vehicles—$2 each. On the other hand the councilmen who passed it say that no license can be collected unless it is so stated in the ordinance. The wheelmen are up in arms over the matter and will look after the matter in the other board. A majority of the riders are in favor of a license of 50 cents, if it has to be paid, but they will fight against the $2 fee as long as there is any hope left.

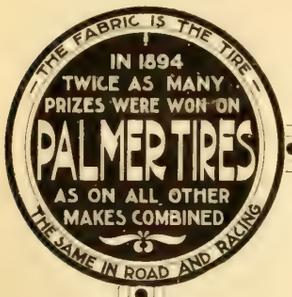


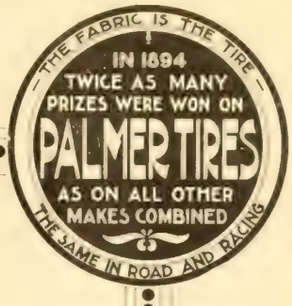
BERLO HEARD FROM.

NEW YORK, July 17.—At the races of the Elkwood Park Association at Long Branch today Peter Berlo, paced by his quad, rode a mile, flying start, in 1:55⅖. Cutter, Starbuck, Bartholomew, and Eaton rode the quad. This breaks the world's professional record of 1:57⅘, made at Asbury Park last Friday by Zimmerman. George Ruppert also lowered the Class A track record from 2:22 to 2:05⅗, paced by the quad. Maddox went the half mile unpaced, flying start in :58⅘.

Another Test for the Wheel.

Lieut. L. F. Lawton, of the Twenty-first United States Infantry, in charge of the recruiting station in Bellows Falls and Rutland, Vt., has received orders to arrange and make a test by cycle for two weeks from New York to Washington, bearing dispatches from General Miles to the war department. He will have a private make the run with him. Similar tests of the availability of the bicycle for army use are being made at different points.





TWICE AS GOOD AS OTHER TIRES

PALMER TIRES

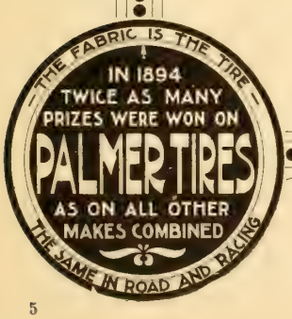
Asbury Park.	**63** per cent of all the prizes.
New York, July 16.	**5** firsts, **5** seconds, out of **5** races. **4** thirds.
Niles, Mich., July 16.	PALMER TIRES WIN EVERY PRIZE. 5 firsts, 5 seconds, 5 thirds. (Doesn't that prove it?)
New York, July 18.	(Special) P. J. BERLO breaks the RECORD for ONE MILE (professional). Time, 1:53 2-5.

Letter-Carrier Smith rode them from Chicago to New York

6 days 3 hours 50 minutes (record).

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TWICE AS GOOD AS OTHER TIRES

WHAT ARE ZIM'S INTENTIONS?

Rumors That He Wants to Represent America in the Championships at Cologne—Philadelphia News.

PHILADELPHIA, PA., July 22.—Zimmerman's sudden change of plans caused quite a stir in local cycling circles, and many are the theories advanced as to the causes which led to the "Skeeter's" hurried departure for Europe last week. One theorist had it all settled in this manner: "The recent announcement made by Johnson's manager that the 'White Flyer' will represent the United States in the world's championship races at Cologne next month, caused the sudden change in the ex-champion's plans. He will now go to Australia by the eastward route, stopping over long enough to represent this country in the world's championship races, incidentally defeating Johnson, and with this additional feather in his cap the probability of big 'gates' in the antipodes is assured."

This sounds plausible, but Chairman Gideon is authority for the statement that Zimmy will not represent the United States in the aforesaid races, even if he has the desire to do so. It appears that some time ago "Old Eagle Eye" wrote two letters to the "Skeeter" asking him if he would like to undertake the task of upholding the reputation of the United States at the Cologne races, to which letters

Zimmy Vouchsafed no Reply,

whereat the worthy chairman waxed worth, and "His Spectacleship" seems to think that an opportunity is now afforded to teach the ex-champion a lesson.

Mr. Gideon has written to the secretary of the National Trotting Association asking for a list of the tracks and individuals on the association's blacklist for crooked practices. The chairman says that in view of the fact that bicycle races will this year be held on many trotting tracks, it is his intention to withhold sanctions from such as have forfeited their standing in the N. T. A.

The two-day bicycle tournament at Carlisle last week attracted large crowds, and the several Philadelphia riders who were entered secured their share of the plunder. J. C. Henderson, of Lewistown, captured the ten-mile race in 29:21¼; Chas. A. Church, of this city, won the five-mile in 15:23, he also won the mile Class B open race in 2:36, and the two-mile in 6:01; C. E. Wood, of Washington, rode a paced half in 1:03 and a mile in 2:33½. There were but six entries for the twenty-eight-mile road race from Carlisle to Harrisburg and return. The roads were in frightful condition and the contestants were severely punished. The winner was Frank H. Hertzler, of Carlisle, and his time was 2:19:41½; Alf Kline, of Bowmandale, finished second in 2:27:40½.

Miss Knox Entertained.

Miss Kitty Knox, who created such a furore at Asbury Park, spent several days in this city last week, and the "uppah crust" among the local Ethiopian devotees of the wheel, the Meteor Wheelmen, showed her a "bang-up" time—escorted her to the Tioga races, tendered her a reception followed by a collation in the tastefully decorated clubhouse, and wound up with a fireworks display. Kitty is a great local favorite.

The wheelman in the uniform of a lieutenant in the United States army, who claimed to be First Lieutenant Wise, of the Ninth Infantry, and who said he was on a journey to San Francisco by way of the coast lines, came to grief at Wilmington, Del., on Friday. The local wheelmen entertained their distinguished visitor so vigorously that his stomach rebelled, and he was sent to the hospital. The conduct of their guest aroused the suspicions of some of his entertainers, and when Police Captain Kane questioned him at the hospital he confessed that his name is Edward Hasbrook, of Brooklyn, N. Y., and that he is a law student in that city. The authorities permitted him to leave the city.

SYRACUSE WOULD LIKE THE '96 MEET.

SYRACUSE, N. Y., July 22.—This city, taking advantage of Boston's indifference pertaining to the next national meet of the League of American Wheelmen, has come out openly with the declaration that, hot as the strife was last year for this honor, Syracuse will make a grand struggle to obtain the majority of votes at the next National Assembly. One reason why representative wheelmen imagine the meet should go to Syracuse is its central location with abundant facilities to entertain the hosts of riders who look upon this one opportunity each year as a means of joining hands in celebration of the fact that there is a League. Since John C. Bowe, of the Syracuse Cycle Co., was approached by President Willison at Asbury Park on this question,

The Boston People have Flown to Arms,

and that lead-pipe aspect which appeared on Boston's horizon in the most gorgeous hue has dimmed somewhat since the exertions of the local men to flaunt before the bean-eaters the fact that "there are others."

But should our friends, our intellectual friends, maintain their position by a vigorous struggle there is little doubt but what they will be successful as there is a general sentiment that Boston deserves the meet this year, a sort of balm for that wound Asbury Park inflicted so thoroughly a year ago. But

If Boston Does not Want the Meet

Syracuse does and will have it. Louisville is said to be in the field, but Louisville is too hot and strangely contrasted with Boston's icy demeanor. Syracuse comes in with an even temperature. H. E. Maslin, of E. C. Stearns & Co., is out with the statement that his firm will back Syracuse up pretty strongly and the Syracuse Cycle Co. and the Barnes Cycle Co. are already in line. Now for that heartbreaking finish. The affair of course would be governed by the Associated Cycle Clubs of that city, there being too many organizations in Syracuse to permit one to have the plum.

BOSTON DOESN'T WANT THE MEET.

BOSTON, MASS., July 22.—Boston, or rather her Associated Cycling Clubs, does not want the National League meet for '96, notwithstanding all statements to the contrary. The association feels somewhat piqued at the treatment accorded her invitation at the last two national assemblies, and not being a believer in begging for such a favor, which carries with it an inestimable amount of labor, will make no effort whatever to secure that plum. The only other organization likely to invite the national body to enjoy its meet here is the Massachusetts Division L. A. W., and while no definite statement as to its position as a whole can be given, it can be stated that the consensus of opinion among the officers of this district is that the board will not work for the meet, although it may issue a second invitation. In case it doesn't, the field will practically be thrown open to the country, and

Another Grand Scramble to Secure the Plum Will Ensue.

At Asbury Park the feeling was decidedly in favor of the meet in Boston in '96, but the Bostonians did not talk that way, despite the fact that countless persons promised to support Boston if she should desire the meet. Promises are only promises, and in the light of what has gone before are made only to be broken. Assuming that Boston is out of the field, Syracuse and Cleveland will be the most feared rivals. The former wants the meet on the ground that it is a trade center, a ground which, in the opinion of many, is against rather than in favor of Syracuse. The visitors to a national meet care not one whit for tradeism, and the more it is placed in meets the less the interest will be.

There was too Much Trade at Asbury Park.

Cleveland seems the more likely place for the meet, and with Boston out of the game will probably secure the plum. The idea in the past has been to have the meet east one year and west the next, and in pursuance of this policy Cleveland stands the better chance. Then again it is most likely that New England, with the exception of Connecticut, will vote for the western town in preference to Syracuse. But then it is a long time before the question comes up for settlement.

RIVERSIDE WHEELMEN'S MEET.

NEW YORK, July 20.—There were probably 2,000 people present at the Riverside Wheelmen's race matinee today at Manhattan Field. The track was slightly improved, but not enough to lead one to imagine that the management has spent any money on it toward making it safe. Nothing but Class A events were decided today. There were several falls but no one was seriously hurt. Close finishes were the order of the day.

Summaries.

One-mile novice.—G. Beckendorfer, first; C. H. Tomlinson, second; L. E. Haskell third. Time, 2:41.

One-mile handicap.—J. R. Barrett, 60 yards, first; W. A. Barbeau, 20 yards, second; G. B. Smith, 65 yards, third. Time, 2:21.

Two-mile handicap.—F. F. Goodman, 50 yards, first; C. M. Ertz, 30 yards, second; C. K. Granger, 30 yards, third. Time, 5:01⅗.

Five-mile open.—G. B. Smith, first; Ray Dawson, second. Time, 12:18. F. F. Goodman finished first, but was disqualified.

A CHANGE IN THE HILL CYCLE MFG. CO.

The king is dead! Long live the king!

The Hill Cycle Mfg. Co., the maker of the Fowler wheel, is of the past. The Fowler Cycle Mfg. Co., the maker of the Fowler wheel, now reigns.

It all came about in this wise. The Hill company has had a successful existence of over three years, a phenomenally successful existence, for which Frank T. Fowler, whose name the wheels bear, is responsible. The company started in a modest way with a modest amount of capital, which has grown rapidly but has not grown as rapidly as the demand for Fowler wheels. It seemed a pity that thousands of wheelmen who had made up their minds that they should in justice to themselves ride Fowlers should be deprived of that privilege just because there was not the capacity in the Hill factory to turn out wheels for them.

With this thought in mind Mr. Fowler decided to get more capital in the concern and a man who would share with him the responsibilities of the now enormous business. This man was found in the person of James M. Davis, formerly at the head of the Rochester Candy Works and now president of the Belfast (N. Y.) Bank. The company has been reorganized under the name of the Fowler Cycle Mfg. Co., with Frank T. Fowler as president and Mr. Davis as secretary and treasurer. The Hill interests in the new company will be the same as they were in the old company, Mr. Davis' stock being represented by the new capital that he puts into the company.

The company will immediately take additional space adjacent to the present plant, aggregating 75,000 square feet, will put in a lot of new machinery in addition to the lot put in already this summer, and will build 10,000 wheels for '96, for which the material has already been bought. These wheels will be ready for the market very early in the season.

HEL-L-O-O-O BIL-L-L

Did you stay over until Monday? Whew! but wasn't it great. Knocked the bubbles off the swift gang, and rode home in glory. Did you note that flash of crimson when B. B. Bird whirled across the tape? He rode a Crimson Rim. The push were dead out of it, and the second alphabet man claims that the

SYRACUSE DID THE DEED

It was at Asbury Park, and the old familiar cry did ring out gleefully when the two-mile handicap and the $400 horse and carriage were won by Bird on his Crimson Rim. So "Hello Bill" some more, for it brought good luck to the St. Paul man.

CRIMSON RIMS INSPIRE SPEED.

Manufacturers,

Syracuse Cycle Co.

Syracuse, N. Y.



Western Agents,

A. F. Shapleigh Hdw. Co.

St. Louis, Mo.

HE HAD A GRIEVANCE



He was stout and red-headed and very mad.

The editor, on the other hand, was in a particularly amiable frame of mind. The paper had come out early, and with little labor on his part, an occurrence which invariably puts him in good humor.

The visitor opened the conversation by saying, "What in hell did you put that article about us in the paper for?"

"What article?" asked the editor.

"What article! You know very well what article. That one about our experimenting with a scheme to do away with brazing in our frames, of course."

"Ah! I haven't seen it. What was it?"

"Haven't seen it! The devil you haven't! Here it is," and the visitor proceeded to pull a copy of THE BEARINGS out of his pocket, and pointing to a paragraph on a page that was turned out, said, "Read that, then, and tell me what you mean by printing such a thing about us."

The editor read a paragraph something like this:

The Smith Wheel Mfg. Co. have been experimenting for some time with a scheme which they expect will do away with the necessity of brazing frames. Up to the present time the experiments have not turned out satisfactorily.

When the editor had finished reading he looked up and said, "Well?"



"Well! Well, what did you print such a thing as that for?"

"As a matter of news."

"But it ain't news. It ain't so."

"Oh yes, it is," said the editor confidently.

"It is, is it? I thought that you said you had not seen it before."

"Neither have I."

"Then how do you know that it is so?"

"It wouldn't be there if it wasn't so."

"How do you figure that out?"

"We have a system in this office. No news is accepted unless it comes from a reliable source."

"Well, that news didn't come from a reliable source, because it isn't so."

"But it *is* so."

"Bet you a thousand dollars that it isn't."

"Haven't that amount with me, but I will bet you ten and leave it to any member of your firm."

"Don't throw your money away. But even if it was true, what did you want to print it for?"

"As a matter of news," repeated the editor.

"Suppose we didn't want it printed?"

"If you didn't want it printed you should have come over and asked, as a favor, that we omit mention of it."

"The hell, we should! If we did that we would keep busy running over to your office. But the article isn't true and how could we know that you were going to print it. And even if it were so, you ought to have come over and asked if we wanted it printed. Next time you hear anything about us I want you to come over and find out if it is true and whether we want it printed or not. Will you?"



The editor smiled and drawled out a "No."

"You won't, hey? That's just like you. Every time that you hear anything, you fall all over yourself trying to get it into print. You publish everything that you hear."

The editor smiled again and shook his head.

"Yes, you do. Every damn thing."

Again the editor shook his head.

The visitor was getting madder every minute. "I tell you that you do," he roared.

"You were on the road this spring, weren't you?" asked the editor.

"Yes."

"Had a pretty good trade, didn't you?"

"Yes."

"Sold a lot of wheels, didn't you?"

"Well, what of it?"

"Had quite a time at Boston, didn't you?"

"Well?"

"There was a big order that you wanted to land but you couldn't quite make it meet the price of another maker."

"Well, what if there was?"

"You wanted to get the order but the other man was on the spot and there was no time to lose. Isn't that so?"

Silence.



"You resorted to the use of the long-distance telephone, did you not?"

More silence.

"You got the factory, but there was a long discussion, and when you got through there was a big telephone bill rolled up, wasn't there?"

Still more silence.

"The bill was $45, to be exact, wasn't it?"

"Well, supposing it was, what has that got to do with the case?"

"I was just illustrating the point that we do not use everything that comes to our knowledge in this office. There are other things that I know that were never printed. You were out three months on that trip and you sold $30,000 worth of goods, didn't you?"

"Yes, that was about the amount."

"Oh no, it wasn't. You actually sold $55,000 worth."

The visitor gave vent to a long whistle and after a few moments of very impressive silence said, "Come out and have a drink."

. . . . .

Half an hour later the editor asked the associate editor, "Where did you get that item about Smith's scheme to do away with brazing?"

"Why, Smith told me himself," he replied.

PEN PICTURE OF THE JUDGE.

Under a spreading chestnut tree
The village magnate stands,
The judge, a lordly man is he
With ring bedecked hands;
And an air of self-content, he thinks,
Is what the time demands.

His programme, grasped within his hand,
Tells him who was't that ran;
His brow is wet with trickling sweat,
He mops it when he can,
And watches, anxious, down the straight,
To spot the winning man.

Ride in, ride out, from left to right,
Ride anyway you know,
It's matterless what tricks you play,
You've only got to go,
And reach the post by any means—
Be anything but slow.

And people, gathered round the rails,
Look on in wond'ring awe,
They dare not say that HE *is wrong,*
Although each of them saw
His error; for they merely sing,
"'E dunno where 'e are."

Blundering, blundering, blundering,
On thro' the day he goes,
Each heat sees some decision wrong,
Each contest brings fresh woes,
Some one defrauded, some one done—
He's earned a long repose.

Thanks, thanks to you our worthy friends,
Who dare to be so brave,
As to chuck the local magnate out
And cycle racing save.
For men to judge who know their work,
All cycle racers crave.—BI NEWS.

HANSEN TRAINING FOR RECORDS.

SYRACUSE, N. Y., July 22.—An attempt will be made in this city shortly by A. A. Hansen, of Minneapolis, to break the 100-mile and 24-hour records. Hansen is now training at Kirk Park and is almost ready for the effort of his life. A special sanction has been secured from Chairman Gideon and every Class A man in this vicinity enlisted in the service of pacemakers. It is probable that next Saturday will be the day selected for the attempt, as the track is now in the very best of condition, and if Hansen ever had a good chance to distinguish himself he has it now. Tandem, triplet, and quadruplet machines will be used to pull the boy out, over forty riders being ready at an hour's notice to jump in for the pacemaking. Hansen will ride hard for the 100-mile record and will not be content unless he puts it below four hours, which will knock the American record sky high. He will then continue on for the long-distance mark. A system of lighting and pacing will be employed at night, so that Hansen will have every care.

Adopted

by the

Military Academy

THE SOLID STERLING

Is used by 13 out of the 15 members of the new cycling corps of the

Northwestern Military Academy.

Every one of these Sterlings was paid for.

Read what the commandant says:

STERLING CYCLE CO., Chicago, Ill. HIGHLAND PARK, ILL., June 18, 1895.

GENTLEMEN: When we decided to organize a bicycle corps in this institute, it was quite a question with us as to what wheel to use. After looking over the market very carefully for a wheel that would stand the hard use necessary to a corps of this kind we settled on your wheel Model I; and, as you remember, we purchased thirteen of the same.

These wheels have been ridden over ***800 miles, 528*** of which were in a cross-country run to Springfield and return; over all kinds of roads, and with about ***thirty pounds*** of ***luggage*** on each wheel, consisting of tents, blankets, cooking utensils, arms, etc.

It gives us pleasure to recommend the wheel to any party or parties desiring a wheel for all-around use. You have our permission to use this letter if of any service to you in securing more riders for the STERLING.

I inclose order for a lady's wheel for Mrs. Davidson

Very respectfully,

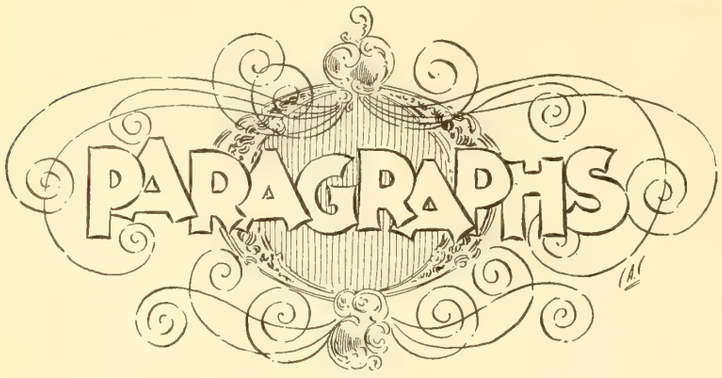
(Signed) R. P. DAVIDSON, Major,
Commandant N. M. A. Cadets.

If they like it, you will. Shall we send you a catalogue?

Sterling Cycle Works,

236-240 Carroll Ave., CHICAGO.

Sieg & Walpole Co., 285 Wabash Ave., Chicago.
Schoverling, Daly & Gales, 302 Broadway, New York.
Avery Planter Co., Kansas City, Mo.
Western Electrical Supply Co., Omaha, Neb.
Johnstone & Bryan, 314 Post St., San Francisco.



F. M. Goodhue, of Lowell, Mass., wins this week's $5 prize for the best paragraph. A check for that amount has been forwarded to him. Contestants for paragraph prizes should remember that we are not offering weekly prizes for a series of detached sentences but for a single paragraph on one subject, and one only.

'Tis Exasperating.

An oft-times amusing, though more frequently exasperating, experience that every dealer who handles bicycles undergoes is from that class of customers, who, lacking entirely mechanical aptitude, in their own wisdom think they "know it all." Such may have really fine mounts, but through their negligence and ignorance pitifully shorten the lives of their wheels, make themselves unhappy, and do their dealer injustice with their plaints—"The wheel is not as you represented it; I have ridden but three times and had an accident each time; my tire was punctured the first time I rode"; all as if the unfortunate dealer controlled the destiny of each wheel that left his hands. "My wheel runs hard." On examination it was found that the adjustment cones of the bearings had been set up as tight as their brilliant owner could force them. "I steer to one side all the time." This man had his handle-bars turned to one side and didn't know it. Common sense is never more necessary than in using and caring for a bicycle, and the finer the machine the more painstaking should be its care. Somewhere I have read that the wrench and screw-driver are responsible for the destruction of more wheels than bad roads. Carelessness numbers as many victims—he who rides with shrieking wheel, with flat tire, or dirty frame, "but proclaims himself" and deserves no pity.—F. M. GOODHUE, Lowell, Mass.

The Cycling Column.

The "cycling column" was originally given a place in our country newspaper for the purpose of assisting the bicycle dealer who used the advertising columns of the paper. The enterprising country editor sees the present status and future possibility of the wheel. It is no longer simply a sport; it is an industry founded by a popular call for a practical, useful article. It uses his advertising space, hence our friend must encourage it and produce mutual benefit. A "cycling column" is what he wants. Very often our friend the editor has given very little thought to the subject, and, time pressing him, he must procure some one to write it. At length he secures "just the person." A clerk in some store, perhaps. "Knows all the boys," etc. For a time all goes well. The column is filled with interesting items. But alas! the editor proposes; and ergo, our amateur editor disposes of the space. John Jones is weekly called John "Zimmerman" Jones. William Smith is William "Sanger" Smith. Every wheelman has a nickname. In time every wheelman is disgusted. A stranger, reading the paper, thinks of Kankakee. No one stirs lest he should be called "would-be scorcher." Some do not buy wheels, to avoid a nickname. The heart of the wheelman is sad. He hath pains, but the amateur editor laugheth in his sleeve. But he laugheth not when he getteth two beautiful black eyes. Likewise a broken nose. In the interest of wheeling let us frown down that silly "cycling column" and call for solid news.—J. A. SUTHERLAND, Pontiac, Ill.

A Business Hint.

I and others are often asked: "Where can we go for our vacation, and take our bicycles?" Nowadays, when both sons and daughters of most well-to-do families ride bicycles, those summer resorts and watering places which have good roads are sure to be popular with the young people, and families are apt to go where the sons and daughters prefer. Good roads for wheeling are needed, not only immediately in and about the summer resort, but so that summer guests can make pleasant excursions of from five to a dozen miles in various directions. Summer resorts which possess this attraction have only to advertise, "Good roads; pleasant excursions in various directions; bring your bicycles," to gain many customers. But they should so advertise in periodicals read by wheelmen and wheelwomen—the cycling journals. Some have already caught the idea and are advertising their good roads for cycling, but advertising in the wrong journals, not in the cycling papers, where it will do the most good.—PRESIDENT BATES, Petoskey, Mich.

Complaint Against Cyclists.

A great deal of complaint is at present being laid at the door of the cyclist (more especially the cyclist of the genus homo) because of his behavior when passing horses being driven along the public thoroughfares. It is alleged that the wheelman will come up suddenly from behind, and with a rush pass under the animal's head, sometimes hitting its head with his arm, sometimes striking its foreleg with the pedal and taking the skin off. I do not know how much truth there is in this allegation, but if it is a fact it is greatly to be deplored. Such actions but belittle their doers in the eyes of others. Aside from the lack of politeness and courtesy exhibited by such conduct, it is dangerous in the extreme and is really a menace to life. There are very few horses that will not become frightened and unmanageable when any object comes up from behind and rushes by with a sudden swish of air, and especially if their head or legs are struck by the swiftly passing object. There would be an attempted runaway on the part of very many horses, and if the hand holding the reins was not very strong, an attempt would be successful and, it might be, loss of life would result. There is always plenty of room for a wheel to pass at one side or the other of the thoroughfare, and there is no necessity for running beneath a horse's head under any circumstances. A wheelman who commits such an offense not only lays himself open to criticism as a cyclist, but also as a gentleman. —MARY E. BROOKS, Sioux City, Iowa.

Prizes for "Bearings" Reading.

There is a saying as old as the hills to the effect that "money talks." THE BEARINGS is determined to see if the saw is literally true. It wants its readers to talk to each other, and has $250 to loosen their tongues. During the next three months this sum will be paid as prize money for the best original articles on the various subjects enumerated below, *besides* what may be paid at regular rates for articles that do not win prizes.

FIFTY DOLLARS

will be paid for short paragraphs dealing with any subject of interest to cyclists, as follows: Beginning with the issue of THE BEARINGS of June 28, 1895, $5 will be paid each week for ten weeks for the brightest and most timely original paragraph not to exceed 300 words. In this connection THE BEARINGS reserves the right to use any and all manuscripts sent in competition. Paragraphs must be received not later than the first mail on the Tuesday morning of the week for which they are intended. Paragraphs received later than this will be reserved for the following week's competition. Address, PARAGRAPH COMPETITION.

FIFTY DOLLARS

will be offered for the best account of a bicycle tour in any part of America. Competitors for this prize must accompany their articles with photographs or sketches from which illustrations may be made. This competition closes July 30, 1895. Address, TOUR COMPETITION.

FIFTY DOLLARS

will be paid for the best article on the mechanical side of cycling. Articles in competition for this prize should deal with mechanical subjects that will be of interest to cycle manufacturers or repair men. Where necessary to make clear the meaning of the author sketches should be sent. (Rough drawings will do.) This competition closes August 15, 1895. Address, MECHANICAL COMPETITION.

FIFTY DOLLARS

will be paid for the best article on selling bicycles on the road. This prize is offered with the desire to interest and help traveling salesmen. In writing on this subject the manner in which new lines can be best introduced, how to interest firms or individuals who have never had experience in the bicycle business, how to treat old customers, what to say and what not to say, and helps that can be given by "the house," should be considered. This competition closes August 30, 1895. Address, SELLING COMPETITION.

General Rules

All manuscripts submitted in competition *must* be legibly written (typewriter preferred) on *one side* of the paper only, and *must not* be rolled. Do not inclose stamps. Unavailable manuscripts *will not* be returned.

In all competitions except the paragraph competition suitable manuscripts not winning prizes will be used, and paid for at regular rates.

All manuscripts, except those entered for the paragraph competition, must be signed with a *nom de plume*. Accompanying the manuscript must be a sealed envelope, on the outside of which must be written the title of the article and the writer's *nom de plume*. Inside the envelope must be written the title of the article, the writer's *nom de plume*, the writer's real name and his address, and the statement whether he wishes the article to appear over his *nom de plume* or his own name, in case it is used.

All manuscripts must be addressed as indicated above. For example:

PARAGRAPH COMPETITION,
Care "The Bearings,"
Chicago.

Correspondence concerning these competitions will not be answered until after they close.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

OUR MIKE.

A FEW OF HIS WORLD'S RECORDS ON M. & W. TIRES.

One-third mile, unpaced, B	:36⅖
Two-thirds mile, paced, B	1:09⅘
Two miles, f. s., B	3:51⅗

THERE ARE OTHERS

W. DE CARDY.

One-third mile, f s.,unp'c'd, A	:38⅗
Half mile, f. s., unpaced, A	1:00⅖
One mile, competition, A	2:05⅘
One mile, f. s., unpaced, A	2:12⅕
Ten miles, s. s., road	24:02
Fifteen miles, s. s., road	37:38
Twenty miles, s. s., road	50:38

H. VAN HERIK.

Five miles	11:13
Ten miles	23:03

J. LAWSON.

Twenty-five miles, s. s., road	59:34⅖
Fifty miles, s. s	2:05:05⅕

The "Terrible Swede," whose name is in every cyclist's mouth since he mounted M. & W. tires two months ago, also negotiated the following:

Five miles	11:40
Ten miles	23:08

TWYMAN

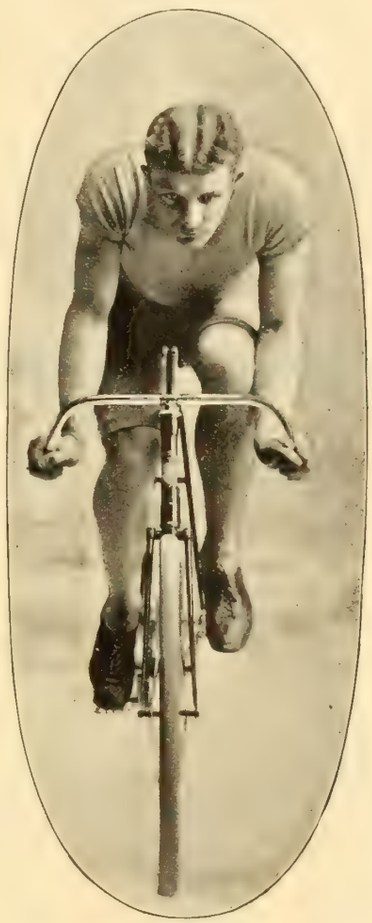
has wheeled M. & W. tires over 406 miles and 85 yards of earth in 24 hours. Here are a few details:

100 miles in	4:29:19
200 miles in	10:00:00
300 miles in	16:26:33
400 miles in	23:40:02

In two hours he rode 46⅓ miles.
In six hours he rode 127 miles.
In twelve hours he rode 232⅔ miles.
In eighteen hours he rode 320⅔ miles.
Making eight new American records.

A FEW EUROPEAN WINS ON M. & W. TIRES.

Morgan & Wright tires are forging their way to the front in Europe. Fred G. Archer and P. George won first and third in the Clapham (London) ten-mile road race for championship, on M. & W. tires. Time, 22:35⅗. Dispatches from Scotland disclose the fact that two brothers—W. and J. Scott—took first and fourth places in the Portobello ten-mile road race on Morgan & Wright tires.



M. F. DIRNBERGER.

J. S. JOHNSON.

A FEW OF HIS WORLD'S RECORDS ON M. & W. TIRES.

Quarter mile, f. s , straightaway	:21⅖
Quarter mile, f. s., B	:23
Quarter mile, f. s., unpaced	:27⅘
One-third mile, f, s., B	:32⅖
One-third mile, s. s., paced, B.	:39
Half mile, f. s., str'tw'y, B	:46⅘
Half mile, f. s., B	:51⅖
Half mile, s. s., paced, B	:55⅕
Half mile,f.s. st'tw'y, unp'cd.	:55⅗
Two-thirds mile, s. s.,p'ced, B	1:16⅕
Three-quarters mile, f. s., straightaway	1:11⅘
Three-quarters mile f. s., B	1:21
Three-quarters mile, s. s., paced	1:25⅕
Three-quarters mile, f. s., straightaway, unpaced	1:26⅖
One mile, prof., competition.	1:58⅖
One mile, f. s., B	1:47⅗
One mile, s. s., paced, B	1:52⅕
One and one-quarter miles, f. s., paced, B	2:25⅖
One and one-third miles, f.s.,B	2:34⅘
One and one-half miles, f.s., B	2:58⅘
One and two-thirds miles, f. s., B	3:13⅖
One and three-quarters miles, f. s., B	3:23⅖
Two miles, s. s., B	4:01
Two and one-half miles, s. s.	5:09½
Three miles, s. s., B	6:09
Three and one-half miles, s. s.	7:11⅖
Four miles, s. s	8:15⅖
Four and one-half miles, s. s.	9:19⅖
Five miles, s. s.,	10:22⅗

Oscar Wanderer, one of many who secured prizes on M. & W. tires at the Detroit Wheelmen's meet, covered the twenty-five-mile course at Belle Isle in 1:16:00⅗, and secured first place.

Kimble, at Danville, Ky., won five firsts in five starts on M. & W. tires, making fifteen firsts, six seconds, and three thirds this season.

At the Tioga track races ten riders on crimson wheels, and at least ten on other wheels, rode Morgan & Wright tires to victory.

Frank Armstrong, of Pittsburg, rode Morgan & Wright tires the entire season of 1894 without a puncture.

Gardiner, Allen, Coulter, Caldwell, Butler, Scott, McLeod, Mosher, Tanesler, Hoefner, Davidson, and many others were among the M. & W. tire prize winners at Asbury Park.

Over 1,000 prizes were won by riders of M. & W. tires on Independence Day.

Nearly 100 world's records are now held by racers who use M. & W. tires.

Only one deduction from these statements—

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT,

CHICAGO.

MORGAN & WRIGHT TIRES ARE GOOD TIRES

MORGAN & WRIGHT TIRES ARE GOOD TIRES

HURRAH!

In the greatest road contest of the year—the interstate race from Cleveland to Pittsburg, July 20—a good man on a good wheel—

LOUIS GIMM ON A PEERLESS

took first place in 9 hours 18 minutes, beating the next best time by 37 minutes, and defeating the best riders of Buffalo, Cleveland, and Pittsburg and vicinity.

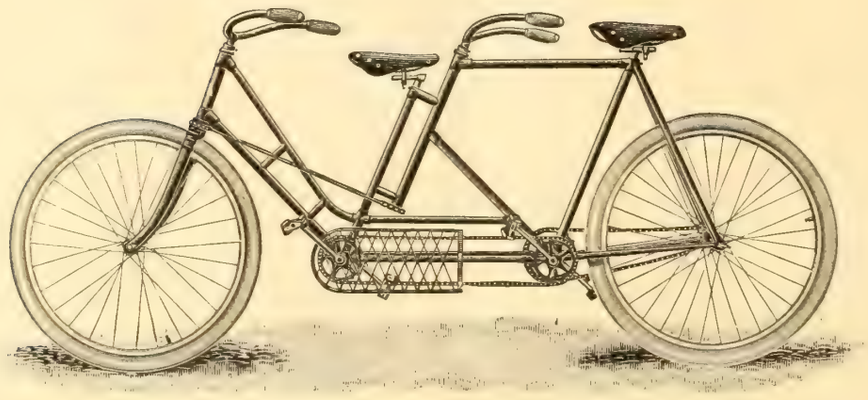
ALL THE LEADING MACHINES WERE REPRESENTED.

He rode a regular road machine, and a test of this sort is worth hundreds of track records on light racing wheels.

THE PEERLESS MANUFACTURING CO.

CLEVELAND, OHIO.

Mention The Bearings



And this is the **Peerless Tandem,** combination or diamond frame.
Weight, 38 to 39 pounds; price, only **$125.**
Prompt delivery.

The Peerless Manufacturing Co., Cleveland, Ohio.

TWO LOUISVILLE ROAD RACES.

LOUISVILLE, KY., July 22.—The Denhard Mfg. Co. gave two road races last Saturday that drew a large number of people to witness them. The course was over the southern parkway, and with the thermometer at 96 in the shade the time made was very fine.

The five-mile race was open only to actual purchasers of wheels from the firm and had ten entries, all of whom started. W. A. Rubey, the scratch man, punctured before going half of the course, and was given the wheel of one of the other contestants; he won both first place and first time.

The twenty-mile race was an open event, and as it was the first race of that distance it had the effect of scaring away a great many riders, who would have entered a ten-mile event. As it was, twenty-seven of the best local road riders entered, twenty-three started, and nineteen finished. The course was 3⅓ miles in length, which made five turns necessary for the twenty miles; there is a hill with a rise of 50 feet in 100, and a half mile grade that had some effect on the time, but, considering the intense heat, it shows well. F. J. Burkel, six minutes, won the race in 57:30; E. D. Fichtner, scratch, won time in 54:05.

"PERSONAL DEVILS" INFLUENCE CYCLISTS.

ATLANTA, GA., July 22.—Doctor Hawthorne preached a red-hot sermon against feminine bicycling Sunday night and the cyclists are up in arms. He declares that a personal devil is responsible for the desire on the part of the women to disport themselves on bicycles. He said: "A young woman sees a bicycle race and is influenced with a desire to participate in the contest. Swayed by this feeling she mounts the bicycle and begins a course of discipline. When she realizes her disastrous mistake and begins to suffer from the unenviable notoriety of her indelicate and unwomanly conduct, she says that it was her love of exciting pleasure that tempted her to take the false step. She is mistaken. It was not the love of pleasure but a personal devil. Satan entered into her that he might degrade her and get her picture into the columns of some sensational paper and make her the subject of obscene comment in every clubhouse and gathering of filthy sensationalists. Recently a great religious convention in an eastern city concluded its exercises by a bicycle race on the streets between 700 men, women, and preachers. Could anything less than a personal devil have instigated such a performance?"

THE BICYCLE RISK.

At the meeting of the Accident Underwriters at Alexandria Bay, N. Y., the subject of bicycle risk was introduced by Mr. Turner, who said that the line should be drawn between riding for recreation and pleasure (racing and coasting barred) and riding for business. He believed the former should be in the first class and the latter a more serious risk taking. The experiences of the various companies represented had been very different, some of the western companies finding the bicycle risk up to the average, while some of the eastern companies found that claims were coming in very fast from this class, and that nearly one-third of the indemnity claims since January 1 were for bicycle injuries. It was generally conceded that bicycle injuries were usually very serious, disabling the insured for a long time. Messrs. Swisher and Hooper believed the indemnity to this class should be reduced and remarks on the subject were made by all the delegates. It was agreed that it was largely a matter of locality; that the west, being level, accidents to bicycle riders are not so numerous as in the east, where there is such an extent of hilly country. Mr. Swisher offered a resolution that a committee of three be appointed to make a report at the next meeting in regard to lessening the indemnity for bicycling, football, baseball, and other dangerous pastimes.

MONSTER PARADE AT MINNEAPOLIS.

MINNEAPOLIS, MINN., July 22.—A monster parade of wheelmen was held last Wednesday night on Franklin Avenue at which it was estimated that there were over 5,000 wheels in line. The parade was gotten up by the merchants of the avenue, and prizes were offered for the best display of costumes and figures. The first prize went to a little girl who had transformed her wheel into a huge and graceful swan on whose back she sat and which seemed to be carrying her gracefully along. The course of the parade was illuminated with red fire, the mayor and the city officials reviewed the procession, and after it was ended there was a grand display of fireworks. The crowd present was estimated at from 15,000 to 20,000 persons.

The clubs of the Twin Cities are now planning for a visit to West Superior, in return for the one the club of that city recently made them. The riders will leave Saturday night and will spend Sunday in the city at the head of the lakes.

WOMEN RACE AT BUFFALO.

BUFFALO, N. Y., July 20.—A women's race meet was held at the driving park today, and 3,000 people filled the stand, all anxious to see the women race. The mile open was won by Cora Stevens, of Buffalo, Clara Seibold being second. Time, 3:25. The five-mile open was won by Mrs. Ida Brown, of Rochester; Kittie Staples, Rochester, second, and Pearl Keyes, third. Time, 16:48¼. In a half-mile match race Dora Vail defeated Bessie Newhouse. Time, 1:35. The twenty-mile state championship was won by Pearl Keyes in 1:13:00.

Drop a Letter In the Post Office Slot

and get by return mail quotations on

ELMORE $75

$75 **BICYCLES**

We are now able to make prompt deliveries of both ladies' and gentlemen's wheels.

All agents know, or should know, that it pays to handle the Elmore. Our letters tell why.

EDW. OLIVER & CO.,

21 PARK ROW, NEW YORK.

Mention The Bearings.

IT IS A SUCCESS

The Dunlop Tire on the Wood Rim

It gives no trouble either to the manufacturer (who pays more for it) or the rider (who can get it without extra cost).

INSTANCE NO. 17.

CHAS. A. TRUMAN & CO. SUPPLY IT ON TRUMAN BICYCLES

AND THIS IS WHAT THEY SAY OF IT:

TOLEDO, O., May 16, 1895.

AMERICAN DUNLOP TIRE CO.,
New York City.

GENTLEMEN: In reply to your favor of the 13th, in regard to our experience with detachable tires on wood rims, we are pleased to state that the Dunlops have given perfect satisfaction so far this season, both in holding to the rims and in the rims themselves not splitting. They have given us no trouble as yet.

Yours truly,
CHAS. A. TRUMAN & CO.

No Delay! We Can Fill Orders on Demand

AMERICAN DUNLOP TIRE CO.

504=506 W. Fourteenth Street, New York City.

266 Wabash Ave., CHICAGO, ILL.

36=38 Lombard St., TORONTO, CANADA.

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266 Wabash Ave., CHICAGO, ILL. **36-38 Lombard St., TORONTO, CANADA.**

THE BEARINGS
The Cycling Authority of America

THE FOWLER TRUTH

DEVOTED TO THE INTEREST OF THE FOWLER WHEEL

VOL. III. CHICAGO, JULY 25, 1895. No. 21.

Published every Thursday by
THE FOWLER CYCLE MFG. CO.
MAKERS OF "FOWLER" BICYCLES.
OFFICE AND FACTORY,
142-148 W. Washington St., Chicago.

OUR MOTTO:
"HEW STRAIGHT TO THE LINE, LET THE CHIPS FALL WHERE THEY WILL."

COPY OF FOWLER HONEST CATALOG ON APPLICATION.

THE FOWLER TRUTH will be found at all Fowler agencies—so will the Fowler wheel.
Direct all communications to the Fowler Cycle Mfg. Co., 142-148 W. Washington St., Chicago.

EDITOR, FRANK T. FOWLER.
ILLUSTRATOR, CHARLES A. COX.

The Hill Cycle Mfg. Co. is no more. Organized on the 11th of November, 1892, and from the very start a phenomenal success, it has during the past two years and eight months won many friends, built many thousands of Fowler wheels—whose merits have gained for it a reputation unexcelled in the cycling world—and laid the foundation for greater success and wider achievement to be gained by its successor, the FOWLER CYCLE MANUFACTURING COMPANY, into which it is now merged, and which from plans already executed is destined to become one of the largest manufacturing establishments in the country.

The Fowler Cycle Mfg. Co. has at its back over $1,000,000, and our agents and prospective agents may rest assured that nothing that can be done to perfect the mechanism and sustain and increase the merit of the Fowler wheel will be left untried.

The officers of the new company are Frank T. Fowler, president, and James M. Davis, secretary and treasurer. Mr. Davis is a prominent business man of Rochester, N. Y., a gentleman who has had much experience in both manufacturing and banking, and who is now president of the BelfastBank.

Extensive preparations have been made and executed for the purchase of a large quantity of new special tools, much material has been bought, and it is safe to assure the agents of the Fowler next year that shipments will be prompt, as it is our intention to have half of our entire product complete for shipment by the 15th day of January, 1896.

The members of the late Hill Cycle Mfg. Co. wish to publicly thank its agents and friends for their generous and enthusiastic support in the past, and ask a continuation of the same support and enthusiasm for its successor the

FOWLER
CYCLE MANUFACTURING CO.

FROM BEANTOWN AND VICINITY

Our hustling agents, B. B. Emery & Co., have been so very much engaged in kicking the trousers of the telegraph operators in their endeavor to get Fowler wheels, which they have wanted at the rate of fifteen a day for the last sixty days, that they have just reported to us a few wins on Fowlers in their immediate vicinity for a little while back.

Quincy twelve-mile road race, first time prize.

Bridgewater ten-mile road race, first time and first place.

East Boston ten-mile road race, first time.

Mattapan ten-mile road race, second time and second place.

Franklin Park, first and time.

It is an actual fact that this man Emery has got so in the habit of selling Fowlers that he is unable to digest his food until he has sold at least two or three before each meal, and to look at him you would know that his digestive powers are in good working order. The way they have been selling Fowlers is a caution.

Mr. Emery told the editor three days ago that he could have sold at least 4,000 Fowler wheels if he could have obtained them. As it is, he has sold more than the original order—1,000.

Out of Sight.

Willie lit a cannon cracker,
Then he stooped to see the light,
: : : ? ? ! ! Boom, boom.
Willie now is out of sight.

MONTHLY BLOTTER—with apologies to Sterling Elliott.

RECORDS TO BE PROUD OF.

5 mile, Class A.
20 to 50 mile road records.
500 mile road record.
1,000 mile road record (from Chicago to New York).
Chicago to Buffalo record.
21,000 mile record.
Time prize in the Milwaukee-Waukesha.
Time prize in last Pullman race.
First and second in the great Chicago road race.

If you are looking for wins that demonstrate something, the above will please the most fastidious. They demonstrate that Fowler wheels run easily and hang together, and if you have ever seen a Fowler, you know that there is nothing in the world that will touch it in finish. What more do you want?

THE CHAMPION DOWNED.

F. A. Stambaugh, member of the Thistle Cycling Club, of Chicago, recently took a trip to his birthplace, North Bloomfield, Ohio, and while there entered a ten-mile road race. The king of the county was easily distanced by Stambaugh, the Fowler rider.

THEY DO IT IN CHICAGO.

Fred Schinneer won first time prize on a Fowler in the Columbia Wheelmen's road race, also getting the record for the Humboldt-Palmer Square course.

IN CHICAGO.

From that thoroughly enterprising and hustling cycling club the Lake View, comes the word that the first place was won on a Fowler, and two truss frames followed it in.

A COLORED CYCLONE.

Marshall, that speedy colored boy from Ottumwa, Iowa, demonstrated the fact that although his color debars him from the League of American Wheelmen, he can ride a Fowler bicycle fast, and he did so recently, making two Class B records.

TRADE

The Bearings has more than twice the circulation of any independent journal among the cycle riders, the cycle trade, and kindred trades. Advertising rates on application.

BUYING FOR '96.

The bicycle dealer and jobber will find it to his advantage to place his orders for '96 wheels early. There is no plausible reason why he should not do so, and many an excellent one why he should. The changes in models for next season will be few, and such as there may be, will be inconsequential. The principal one will be a more general use of tubing of large diameter. In the matter of weight there will be little change. Some few manufacturing concerns are preparing to lighten the weights of their wheels a little, and others are planning to make them heavier than they were this year. They believe that the minimum weight has been reached in the matter of wheels for general use. In this opinion they are upheld by a vast army of dealers and riders who have learned by experience that with proper usage featherweight wheels will do all that is asked of them, but they will not stand the amount of abuse that heavier wheels will, and to which almost all wheels are put. With this state of facts the only reason why the dealer or jobber should delay in placing his orders is one of price.

It may seem a startling statement to make but it is, nevertheless, based on the best of reasons, that wheels will cost more before they cost less. The price of labor is advancing all over the country. Particularly is this so in the iron and steel industries. There is scarcely a smelting or foundry plant that has not already advanced the wages of its employes or has announced an advance in the near future. The price of leather has already almost doubled and the price of rubber is going up All this will make the materials that go into a wheel more costly, and, with the general advance in the price of labor, machines will cost a large per cent more at the factory in '96 than they have cost in '95. Next season will be a big season and manufacturers realize it and desire to be prepared for it, but they do not care to go ahead making great quantities of wheels without some encouragement from the middlemen. To those who buy early, the maker is willing to give a better discount than to those who wait till the season is on before placing their orders. The present season gives a startling example of this fact. Those who placed their orders early got far better prices than those who waited till late, and they were able to get their goods, while those who came late not only had to pay high prices but could not get goods even at that.

The wise dealer will buy early.

NEW YORK TRADE NOTES.

The Warm Weather Brings an Easing up in Trade—Scarcity of Unions in Gotham.

NEW YORK, July 22.—With this really torrid weather comes a general easing up in trade all over the city, although even now the dealers are what they would have termed, two years ago, "rushed to death."

"Owing to the famine in tubing the Union Cycle Mfg. Co. is unable to turn out any more Union wheels this year," said W. H. Webster, cycle manager of W. L. Hodgkins & Co.'s store, one day last week. Hodgkins & Co. were very fortunate in getting possession of about a dozen Unions before the shut-down came, and as a result are about the only Union agents who have any of that make of wheels in their store.

R. H. Macy & Co., the big dry-goods house here, are certainly creating havoc in the ranks of the sundry dealers throughout the city. This week Macy & Co. advertises Standard cyclometers at $1.09, Searchlight lanterns at $2.97, and a special lot of all-wool golf hose at 63 cents per pair. This is what might be termed a veritable slaughter in accessories.

The Bidwell-Tinkham Cycle Co., 306-310 West 59th Street, is having a most surprising run on its celebrated luggage carriers. It is the New York agent for the Stearns wheels, which, like the trees in a forest, are to be seen everywhere, and recognized at a glance by the yellow rims.

Stephen T. Moen, 135-137 West 125th Street, is making a spread on bargain wheels this week, some well-known makes going as low as $49. His Beauty tandem weighs but 38 pounds, and is received by all observers with a cry of astonishment at the symmetrical lines of the machine and its extreme low figure.

Libertys Selling Well.

Matters continue brisk at the head salesrooms of the Liberty Cycle Co., 4 Warren Street. There are few stores in New York city which have the display advantages such as the home of the Liberty can boast of.

At the New York branch of the Overman Wheel Co., 23 Warren Street, W. C. Overman still finds time for a pleasant word and a hearty handshake to all friends who call. The sporting goods department has grown like a mushroom, the only difference being in the length of life between the two things. Like Victor wheels, the Victor line of sporting goods stands in the front ranks.

Maltby & Robley, the hustling Falcon and Keating representatives in New York, at 1 Park Place, are doing as much real business in their little twenty-foot-square store as many a dealer in other parts of the city who shows his line in a place five times the size of Maltby & Robley's band-box. A day is considered dull when less than twenty wheels are sold, which, strange as it may seem, is just about this firm's average.

The Barnes wheel has jumped into the swim here in New York in a wonderfully short space of time. Cobb & Archer, 96 Center Street, are the local agents.

A. G. Spalding & Bros., 126-130 Nassau Street, continue their special daily sale in some one or other of their departments. The store is thronged daily with anxious customers, who, if they have ever been there before, appreciate the value they are getting for their money.

At the Metropolitan Bicycling Academy, 60th Street and the Boulevarde, the warm weather does not seem to have changed the patronage much. This is really the

Columbia Headquarters in New York

and the number of prominent people, each of whom has a distinct following, that Manager M. L. Bridgman is putting on the old reliable make increases daily.

Porter & Gilmour, 16 Warren Street, are experiencing the most gratifying success in the manufacturing of their Special in the downtown part of Gotham. In addition to the P. & G. specials, Czars, Daytons, and Ramblers are handled to great advantage, especially the Dayton.

Somebody lost some business when the Indiana Bicycle Co. struck New York last spring. Each of the company's three stores here is doing an enormous business, especially the Cortland Street place, where "Cap" Tunnison holds forth. Waverleys at $80 are in it for keeps in New York

The new single tube tire of the New York Tire Co. has gained a foothold on the popular fancy of the cycling public, which bids fair to put the concern far behind in its orders soon. The simplicity with which repairs, by means of a plug, are made commends itself at once to all observing people. W. Shaw still retains his position at the head of the repair department, and as a matter of fact he is the only employe of the house who has practically nothing to do. Repairs are seldom needed on New York tires.

KIRK BROWN HOME AGAIN.

Kirk Brown returned to New York the middle of last week from England where he has been in the interest of the American Dunlop Tire Co He reports a pleasant and a productive trip. The American company has done a rushing business this year, larger than ever before, and has received some of the most flattering testimonials that could be written, both from manufacturers and from riders, in regard to the splendid satisfaction that its tires are giving. They certainly lead in detachable tires. When questioned in regard to racing matter, Mr. Brown said, "No, we are not in the racing business. We made up our minds some time ago that racing men did not pay. The amount that we would put into a racing team, if we had one, we prefer to give our customers in a better and a cheaper tire."

ABOUT MARCH BICYCLES.

A. R. March has been building bicycles for years, and has profited by his experience. He has organized the A. R. March Mfg. Co., of Chicago, and is now building the March Hare and the Cleopatra, the latter a ladies' wheel. He is very modest in his claims. In his catalogue he says: "Our factory is not the largest on earth. Our wheel is not better than any other made, or any one else can build. We are not narrow minded enough to claim everything in sight, but we want an opportunity to convince you that we know a thing or two about cycle construction. The Hare is built on handsome attractive lines, in a scientific manner, under the supervision of an expert mechanic. It is a 'run easy,' 'go lightly' wheel; one that has pleased every one who has seen it."



The frame of the Hare is made of special drawn large tubing, with a 10-inch steering head and a 43½-inch wheel base. The fork crown is double, reinforced in the head and in the forks. The tread is 5½ inches, extreme. The wheel weighs exactly 21 pounds. The Cleopatra is a very handsome ladies' wheel, weighing 21 pounds. The list price on these wheels is $100.

The A. R. March Mfg. Co. will only build about 1,000 wheels this year, but expects to turn out 3,000 in '96. More screw machinery is expected every day, and Mr. March intends to increase his present force of thirty-five men. He makes all his own tools, jigs, bearings, bolts, nuts, and screws, and is very proud of his bearings. His '96 wheels will have large tubing, with the bearings placed in a different position, making the March a faster wheel. Zitska & Monyhan, of San Francisco, have been given the California agency for the March.

TRADE HAPPENINGS.

PASSAIC, N. J.—The Worcester Cycle Mfg. Co. has been incorporated by Francis H. Mollenhauer, George D. Patton, J. J. Bowers, Charles T. Boyd, and others to manufacture bicycles. Capital stock, $30,000.

PORTLAND, ME.—J. M. Linscott Cycle Co. has been incorporated by J. M. Linscott, of Chelsea, Mass., S. D. Smith, of Boston, and others to manufacture bicycles. Capital stock, $50,000.

PORTLAND, ME.—The Massachusetts Cycle Mfg. Co. has been incorporated by J. M. Linscott, of Chelsea, Mass., and S. D. Smith, of Boston, Mass., to manufacture bicycles. Capital stock, $500,000.

PORTLAND, ME.—The Puritan Cycle Mfg. Co. has been incorporated with Carl Blazer as president, G. E. Saenlen as treasurer, both of Portland, Me., to manufacture bicycles. Capital stock, $10,000.

CLEVELAND, OHIO.—Standard Sewing Machine Co. denies the recently published statement that it intended manufacturing bicycles.

BOSTON, MASS.—The Morrill Fire Arms Co., Oliver Street, has added a line of bicycles, sporting goods, etc.

WEEDSPORT, N. Y.—Charles Hudson, bicycle sundries and repairing, erecting addition to accommodate increasing business.

JACKSONVILLE, FLA.—F. Williams Son & Co., hardware, at 105 East Bay Street, are taking up bicycles, handling the Niagara.

NEW BERNE, N. C.—Freeman S. Manwell, machinist and plumber, has commenced a bicycle repairing business. Will entertain propositions from bicycle manufacturers, looking to accepting agency.

NORWICH, CONN.—Negotiations are pending with parties interested in a Boston Bicycle Co., organized two years ago, looking to the purchase of factory building, and the establishment of a bicycle manufacturing plant.

MILWAUKEE, WIS.—C. J. Smith & Co., manufacturers of bicycle hardware, are erecting new five story brick factory building.

PORTLAND, ME.—The Scanlan Co. has been succeeded by the newly organized Puritan Cycle Mfg. Co., reported elsewhere in this bulletin.

NEWARK, N. J.—The Howard A. Smith Co., manufacturer of the American Excelsior bicycle, 528 Broad Street, announces the preparation for greatly enlarged facilities for bicycle manufacturing next season.

WILMINGTON, DEL.—The McLeer & Kimball Carriage Mfg. Co. is reported to be preparing to enter extensively into the manufacture of bicycles.

WALTHAM, MASS.—E. H. Biabnier, bicycles, reported to have been closed by sheriff.

PEORIA, ILL.—Rouse, Hazard & Co., bicycle manufacturers, announce their intention to enlarge their factory building, so as to double their capacity.

NEW YORK, N. Y.—Barclay Cycle Co., George S. Macdonald, on record as having confessed judgment for $112.

NEW HAVEN, CONN.—Lavigne & Scott Mfg. Co. are placing on the market the Sandow bicycle wrench.

VEEDERSBURG, IND.—McAllister & Warren, hardware, bicycles, etc., com enced business.

CAIRO, ILL.—Dillon Bros., hardware, have opened new store, and will add bicycles.

TOLEDO, OHIO.—The Toledo Mfg. Co. has been incorporated by J. R. Ransom and others to manufacture bicycles. Capital stock, $50,000. A factory building is to be erected on Oakwood Avenue.

THOMPSONVILLE, MASS.—The Enfield Cycle Co. has been organized to manufacture and place on the market the Enfield, a wooden frame bicycle, weighing 22 pounds, invented by Sydney A. Grant.

WARREN, OHIO.—The Paige Tube Co. has been succeeded by the Ohio Tube Co., and the following new officers elected: President, O. C. Barber; vice-president, H. C. Viele; treasurer and general manager, E. D. McCrum, Jr.; secretary and superintendent, C. J. Bray.

EAU CLAIRE, WIS.—Herman Schlegelmilch will open a new hardware store, and is inviting propositions to manufacturers of bicycles, looking to the accepting of an agency.

ELKHART, IND.—The Indiana Buggy Co. reported to be contemplating going into the manufacture of bicycles next season.

ROCHESTER, IND.—William R. Goss & Co., hardware, bicycles, etc., sold interest in business to John R. Barr, and in future the style of the firm will be Goss, Barr & Co.

KITCHI, MICH.—A. L. Hardlin & Son, hardware, bicycles, etc., firm reported to have dissolved copartnership.

Weston Starts a New Company.

The firm of I. A. Weston & Co., manufacturers of bicycle and sulky wheels and general jobbers in bicycle supplies at Jamesville, N. Y., was dissolved on July 8, Irving A. Weston having withdrawn and disposed of his half interest to the wife of his former partner, Mrs. Gertrude B. Weston, who assumes all claims against the firm, and will collect the firm's accounts, Mr. Weston has formed a stock company with Mr. Frank Land and others, of Syracuse, and the new concern will do business under the name of the I. A. Weston Co., at Syracuse, N. Y., of which city Jamesville is a suburb. The new company is already arranging to occupy a new and commodious factory at Syracuse, and will manufacture only high-grade articles, abandoning the cheaper line of wheels altogether. Orders have already been placed for a complete equipment of new machinery of the latest patterns, and the new firm expects to be doing business in its new quarters in Syracuse by August 1.

Working on a Non-Puncturable Tire.

There is a man in Syracuse working upon an invention in the tire line that will prove a good thing indeed if it is ever perfected. He has an idea of a non-puncturable tire, in the manufacture of which rubber is largely employed. What material is used can not be learned, as the process is kept a secret and will be until the time arrives to market the article. One of its chief virtues, something that has always been lacking in a non-puncturable tire, is lightness and resiliency. A local manufacturer has seen the new invention and pronounces it a great success.

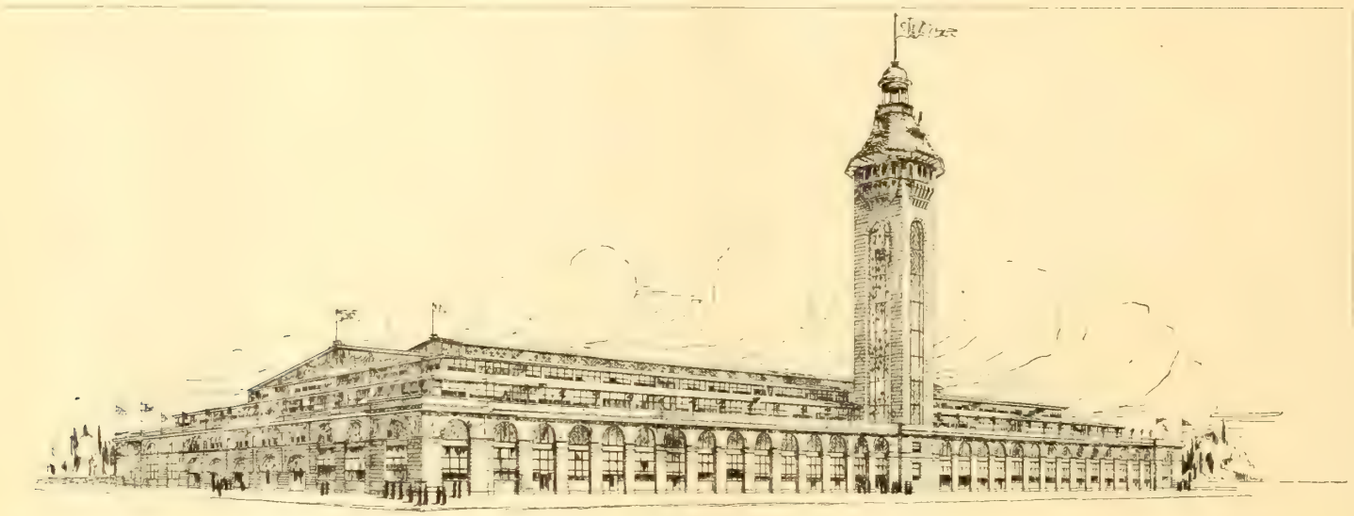
Paper Rims.

The paper rims to be used by the Crown Cycle Co., of LaPorte, Ind., are made as follows: Strips of ordinary red express wrapping paper are put on a reel and allowed to pass slowly through a tank containing a solution which first soaks in and when dry hardens and stiffens the paper. It takes about ten days for the solution to dry, but at the end of that time it is claimed that a paper rim made in this way has all the strength, life, and elasticity of a wooden rim. The weight is a good deal less in proportion than that of wood.

Claims to Have a Perfect Lamp.

A Louisville man has been working on the lamp problem for many days and now claims that he has succeeded in making a lamp that is free from any defects. He has already applied for a patent, and has had a favorable mention made for it from the preliminary examination by the examiners in the patent office, and until it has been taken up in the regular line by the office, he will not give the details of the invention. He made a working model and used it for two weeks before being certain of its success, and the model has been filed with his application for the patent.

It does not seem different in outside appearance from the ordinary lamp and burns artificial gas, and can not be blown or jolted out. The light is of two candle power, and one charge of the material will run the light for thirteen hours at an expense of 1½ cents. The weight of the lantern complete is only 3½ ounces.



The Coliseum, where the Chicago Cycle Show will be held.

Sparkline.

Sparkline, the new polishing compound, becomes more and more the favorite of the wheelmen, and especially of the wheelwomen. It is a fact that it is unpleasant work to clean the wheel in the old way, but it really is a pleasure to clean a wheel with Sparkline. The compound is put up in pads ready for immediate use. A wheel cleaned and polished with Sparkline looks like new, and, what is quite better, it will keep clean for a long time, the compound preventing the accumulation of dust and mud.* * *

The Chicago Cycle Show.

We present this week a picture of the Coliseum where the Chicago Cycle Show will be held. This immense building will have 322 spaces 12x12 feet. Plats will be ready by August 12. The allotment of spaces will be made October 2, probably under the rules of the National Cycle Board of Trade. Up to date there have been about 250 applications for space.

For Sale.

Two second-hand tandems with clincher tires and steel rims. Both in perfect shape. One is a Columbia, price $35, and one is a Special, price $55. Sent C. O. D. on receipt of $10 to guarantee express charges.—G. J. LOOMIS, Westfield, Mass.

ENGLISH TRADE NOTES.

Great Legal Battle Pending Between the Clincher and Dunlop Tire People—Another Tandem Accident.

LONDON, July 13.—There is no longer any doubt that there is to be a great legal battle in the tire trade, for it is now known that the North British Rubber Co. has served the Pneumatic Tire Co. with a writ for infringement, for it maintains that the Clincher patent covers the general principle of all detachable tires. The Pneumatic Tire Co. has accepted the writ, and I understand that the case will come on in the court of queen's bench at an early date. I should not be at all surprised if the ultimate result of this action may make things a great deal better for the trade and riders alike, but I doubt if it will constitute the monopoly which one of the sides expects. If it doesn't, the prices will come down with a vengeance.

Writing of tires reminds me that the Sports & Cycling Association, of the Strand, has just brought out a new pattern of tire which consists of a number of pieces of boot webbing, sewed to each other, and at their ends to an edging of the same material. This boot webbing forms the inner lining or fabric of the tire, and the material is very hard, in fact I should think that it is

Almost Impossible to Puncture it in the Ordinary Manner.

The edges of the cover thus formed are made to button one over the other, and thus to completely cover the air tube, the buttoned edges lying in a groove in the center of the rim, so forming a bed for the inner tube. When the tire is thus buttoned up, it can be slipped over the rim, and the act of inflation causes it to tighten somewhat, thus securely fixing it. No cement is said to be needed. The tire is, I understand, only to be put on the market for road purposes, but after all it is the roadster business which pays in the long run.

Yet another bad tandem accident has occurred, this time to those well-known riders H. H. Sansom and C. W. Schafer. The crown plate gave way as usual, and yet the makers will not adopt the system of three plates and a tapered liner to the steering post.

The St. Edmund's Electric Works, Salisbury, is placing an electric cycle lamp upon the market. The lowest price is about $9 and the weight is about two pounds. It won't do unless both these figures can be reduced nearly one half.

Didn't Cut Much Off the Record.

G. P. Mills and T. A. Edge have succeeded in beating the former's single performance between Land's End and John o' Groat's, the pair riding a Raleigh tandem. The time taken was 3 days 4 hours 46 minutes, which beats Mills' safety record by 1 hour 3 minutes. This is not much, but under the circumstances it is more than many people expected. Is the advertisement worth the cost? Well, I should say not, but the Raleigh company seem to think it is.

The trade seems to be running mad over advertising machines. Humber & Co. started this with their Eiffel safety, and now Messrs. Starley have constructed a machine some fifteen feet long. It is no higher than an ordinary safety, and the rider is placed midway between the wheels, steering by means of coupled links to the head. Of course

It is of no Practical Use,

and so I do not see what the firm have gained by wasting time upon it. Far better see after the wants of its customers.

M. A. Holbein has lowered the twenty-four-hour road record held by C. C. Fontaine, having accomplished 397 miles. He rode a Swift with Dunlop tires. He was paced throughout by tandem tricycles, which were in turn paced by tandem safeties, and in addition to this a rider on a single machine was always hanging on, so that another mount might be ready in case of accident. Therefore it will be seen that all the details were perfect. And the expense! Well, that has nothing to do with the question. Besides, the public and the shareholders in the Coventry Machinists Co. haven't grumbled, so why should I?

Humber & Co. have now announced their intention of having nothing further to do with paid racing men after this season. This is as it should be, and I have reason to believe that I have done a great deal to help forward this move. At any rate I have often talked with the heads of the big company on the subject, and have argued that the racing man does more harm than good to the trade.

A New Brake has Just Been Put Upon the Market

by A. W. Gamage, of Holborn. It is really a modification of the brush brake, but is specially designed for non-slipping tires, the ordinary hard bristles being replaced by rubber ones, after the manner of the rubber tooth brushes now common. It is claimed that this brake does not wear the tire in the least, but I have as yet had no experience of it in practice. Personally I think that the tire will soon wear out the rubber brush.

The *Cycle Trade Journal* for this month contains an article upon light machines which may be interesting to many people, and may perhaps tend toward stopping the tide of fatal accidents, which have been much too prevalent this year.

The public examination of the officials concerned in the management or rather the mismanagement of the Turner Tire Co., Ltd., took place last week, and disclosed a state of affairs which should be a warning to the public as to future investments in similar concerns. It seems that checks amounting in the aggregate to some $140,000 were handed backward and forward among different people, until nobody seemed to know what was what, the object being to make 28,000 shares appear as fully paid up, whereas they were really only vendor's shares. The invention seems to have been originally valued at $2,500, but when the company was formed this amount was increased, until the nominal capital said to be required reached the total of $250,000. Fortunately only $15,000 worth of applications were received as genuine investments. In fact, as the directors say, "dishonesty in connection with the formation of this company meets us on every hand." The examination was adjourned till next week.

WILL O' THE WISP.



STILL IN THE BUSINESS.

EDITOR THE BEARINGS: It has lately come to our notice that there are parties circulating a report that we are to retire from the wood rim business. We wish to absolutely deny this, and state to the trade that while we will not handle the product of the Olds Wagon Works, we will still be in the wood rim business for next season.

We will put upon the market a wood rim that we will guarantee to be far superior to any that we have ever offered to the trade. It will be in the shape of a strictly high-class, single piece, second growth, rock maple rim, which in point of construction and finish has never been surpassed by any make of wood rim. The joint of this rim is entirely new, and will stand a greater strain than any joint upon the market. The finish of the rim is the finest that can be obtained. We will positively guarantee deliveries after September 1, 1895, and will not take orders for more rims than we can make. We are booking large orders for these rims, and will take pleasure in sending samples to any manufacturers of bicycles, and quoting them lowest prices and terms.

We take this means of informing our customers of the fact that we have not retired from the business, and will try and overcome any difficulties that have taken place this year, and will positively guarantee our rims to be made from the finest timber that can be obtained, and to be strictly first-grade in every way, shape, and form.

Very truly yours,

MARION, IND., July 19. MARION CYCLE CO.

BARNES CO. MAY GO TO LAW.

SYRACUSE, N. Y., July 22.—The Barnes Cycle Co. is very apt to be mixed up in a lawsuit shortly. Lucien and Charles Barnes, the inventors of the Barnes wheel, have withdrawn from the company and with Buffalo capitalists will start a factory in the latter city for the purpose of manufacturing the "Barnes Improved." The local concern will not tolerate the theft of its trade-mark and will push the matter in the courts. Charles Barnes held a responsible position in the Barnes Cycle Co., but could not get along with the management and resigned. His action in starting a new company, it is said, is to get even.

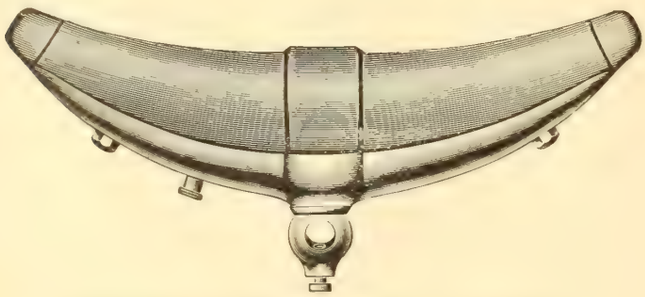
A Good Combination.

The Standard combination, foot brake, coasters, and lamp bracket, is made by the Richards Mfg. Co., 220 Fulton Street, Brooklyn, N. Y., and sells for $1.75. In speaking of the device Mr. Richards says: The Standard foot brake enables you to have perfect control of your wheel, therefore preventing collisions. When you are coasting the forward part of your foot is resting on the coasters, the back part of your foot is resting on the brake; all you have to do is to slightly depress your foot, and your brake is on. The brake can also be used when not coasting by simply putting either foot on it. A lamp bracket is necessary, as it is against the law to ride at night without a light. A lantern on the front axle is too low, up by the handle-bars is too high; the Standard bracket is on the crown, and just right. When the wheel turns the bracket turns with it, so that the light is always directly in front of the wheel. The swivel attachment is so arranged that the light can be thrown any distance ahead without changing the bracket. All three are in one piece, and adjustable on the crown of any make of wheel without removing a single nut or bolt; weighing only eleven ounces.

The Bidwell-Tinkham Cycle Co., of New York, has closed Berkeley Hall, at Fifth Avenue and 44th Street, for the summer, and Manager Joseph Darrell has gone to Lenox to represent the firm there. The Newport hall, under Tom Roe's management, is doing a lively business, but the Brooklyn branch is far surpassing all expectations.

THE BUNKER

PNEUMATIC SADDLE



IS HIGHLY RECOMMENDED BY PHYSICIANS.

ABSOLUTELY SAFE AND DURABLE. NO CHAFING WHATEVER.
NO INJURY TO THE PERSON.
NO WEAKENED OR PARALYZED ORGANS.
NO FRICTION OR DEFLECTION OF MUSCLES.
PERFECT FREEDOM OF KNEE ACTION.
NOTHING INTERPOSED BETWEEN THE LIMBS.
RIDERS DEVELOP GREATER SPEED ON THIS SADDLE.

LIBERAL DISCOUNT TO THE TRADE.

THE BUNKER SADDLE CO.,

Mention The Bearings 208-210 E. Lake St., CHICAGO.

CANADA

CANADIAN LOOP, L. A. W. NATIONAL CIRCUIT
AUG. 24 TO AUG. 31.

Every prize an unset diamond, with the exception of novice prizes.

UNIFORM PROGRAM AND PRIZE VALUE IN EACH PLACE.

Class A.	Class B.
1-mile novice.	1-mile open.
½-mile open.	½-mile handicap.
1-mile handicap.	1-mile tandem.
1-mile open.	1-mile handicap.
	2-mile open.

Places and Secretaries to receive entries. Write for blanks.

Aug. 24.—Toronto, G. P. Sharkey, 70 King St, W.
Aug. 26.—Brantford, W. G. Nott.
Aug. 27.—Stratford, Chas. Dingman.
Aug. 28.—London, Dr. J. D. Balfour.
Aug. 29.—Woodstock, W. McWhinnie.
Aug. 30.—Peterboro, C. J. Horkins.
Aug. 31.—Montreal, D. J. Watson, care M. A. A. A.

Tourists, take a holiday and come and see these races and what Canada and Canadians are like. Aug. 25—Toronto to Brantford, 66 miles. Aug. 26—Brantford to Stratford, 28 miles. Aug. 27—Stratford to London, 30 miles. Aug. 28—London to Woodstock, 27 miles. Roads excellent and pleasant touring country. Train to Peterboro and Montreal.

THIRTEEN RIDE STERLINGS.

The accompanying illustration is that of the Northwestern Military Academy, of Highland Park, Ill. This is the corps which recently made the cross country run to Springfield, a run of 528 miles, just the same as if they had been in a campaign. The trip was a great success, and scored one for the use of the bicycle in military maneuvers. There were fifteen



riders in the corps, and they performed a very creditable trip, each carrying thirty pounds of luggage, consisting of tents, blankets, cooking utensils, arms, etc. Considering that they were all inexperienced young men, they made a very enviable record for themselves. Of the fifteen members of the corps, one rides a Union, another a Columbia, and the remaining thirteen ride Solid Sterlings.

A Good Man on a Good Wheel.

Louis Gimm's ride last Saturday in the interstate race from Cleveland to Pittsburg was a remarkable one. Forty-five men started and Gimm, on a regular Model G, 21-pound, light roadster Peerless, began at once pulling away from the rest, and completed the 131 miles to Pittsburg in 9:18:00, thirty-seven minutes ahead of the second man and badly beating the best riders of Pittsburg, Cleveland, Buffalo, and vicinity, among them being such men as Leonert, of Buffalo; Cottom, of Cleveland, and other well-known road riders. The course is a tremendous test upon any machine, being so mountainous that in some places it is almost impossible to ride safely down hill, and the value of a record like this on a heavy road machine as compared with track records on a specially built light racing wheel is too apparent to be questioned. At the finish of this ride, after all his previous hard work, from Sewickly to Pittsburg over the Allegheny Mountains, Gimm came within two minutes of the best record ever made between these two points.

Better Than Coasters.

A Frenchman named Jubel has invented an automatic brake which makes it possible for the rider to rest his feet upon the pedals when desired, without resorting to any foot rests, by merely back pedaling. The means by which this is arrived at is thus described. Within the pedal sprocket is contained a contrivance by which, upon a motion of the pedals, either backward or forward, bearing balls traveling on an inclined plane release the pedal axle from the sprocket, and so allow the hind wheel to revolve independently of the pedals, or in case of moderating the speed of, or completely bringing the machine to a standstill, the balls are brought to bear by pressure friction against the interior rim of the sprocket, and jambing, act as an ordinary brake. The balls, when the machine has been brought to a standstill, fall naturally to the bottom of the crown and so regain automatically their original position.—*Wheeling.*

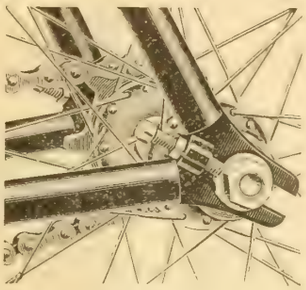
A Nice Predicament to be in.

A fly in a glue-pot fairly represents the position of an unfortunate cyclist from Brussels. Being shortsighted, he rode unwittingly into a street where fresh pave was being laid. A thick coating of creosote or tar had just been put on, and was still soft and warm when he appeared. The farther he advanced the harder he found it to move, and soon he was pulled up stock still. He hastily dismounted, and then his two feet got stuck in the sticky mixture. His antics now were most laughable, and were reminiscent of a sparrow on a bird-limed twig. Finally, after desperate struggles, he extricated himself, leaving behind the soles of his boots and the tire covers of his bicycle. "Leave us a lock of yer hair," whistled an English onlooker.—*Irish Cyclist.*

Served Him Right.

He was a water-cart man and a violent cyclophobist. One day he had charged his magazine of misery, and was kneeling down behind, clearing the holes in the discharge pipe. A cyclist approaches, and grasps the situation, and a second later the handle controlling the plug of the water cart. A vigorous tug, and a small Niagara envelops the unsuspecting water-cart man, whose sprinkling ardor is greatly damped for the remainder of the day. This happened in Paris some time back.—*Irish Cyclist.*

TRIBUNE BICYCLES.



ANOTHER POINT OF MERIT.

DID you ever notice the way the frames of some bicycles are joined at this point. It may seem to you a little thing, but it is one of the differences between a high-grade bicycle and one that is built cheap. Instead of a good reliable steel forging, some are using a piece of sheet metal punched up to resemble one, some only a piece of sheet metal trimmed to shape, with the tubes squeezed flat and brazed to it. There are others who save even the expense of the piece of sheet metal by flattening the end of the tube itself and punch a slot in it for a chain adjustment. Look and see how your bicycle is made, and don't let them fool you. It costs ten times as much to put in a good machined forging, and it is as many times better. If you must buy a cheap bicycle see that you get it at a cheap price, and do not think it is high grade because it lists at $100. There is nothing better, lighter, or stronger than forgings; see that the wheel you buy has them at every joint or don't pay a high-grade price.

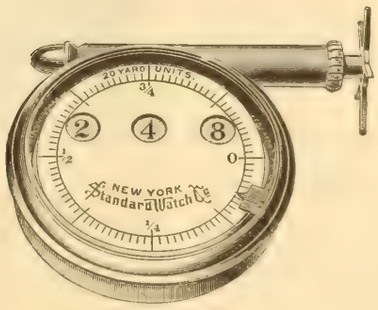
Tribune bicycles are made with forgings, and every machine is fitted with the celebrated cycloidal sprocket. The Tribune holds every American record from 100 miles up to 24 hours.

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None used it but to love it—



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RECENT PATENTS.

542,637. Bicycle; Frank M. Goodhue and James H. Goodhue, St. Charles, assignors to the Two-Speed Co., Chicago, Ill., filed October 25, 1894; serial No. 526,711. (No model.)

542,672. Tack-catcher for bicycles; John A. Wright, Indianapolis, Ind.; filed April 17, 1895; serial No. 546,106. (No model.)

542,678. Wheel; Francis J. Freese, Lowell, Mass.; filed October 7, 1893; serial No. 487,441. (No model.)

542,683. Bicycle tire; John Hase, Syracuse, N. Y., assignor of one-half to Austin R. Dickinson, same place; filed January 25, 1893; serial No. 459,647. (No model.)

542,752. Vehicle [illegible] Alexander T. Brown, Syracuse, N. Y.; filed October 11, 1894; serial No. 525,564. (No model.)

542,811. Pneumatic tires; Robert P. Scott, Cadiz, Ohio; filed January 7, 1895; serial No. 534,026. (No model.)

542,936. Drive chain wheel; John Moore, St. Lewis, Mo.; filed April 5, 1894; serial No. 506,398. (No model.)

542,952. Drive chain; William N. Whiteley, Springfield, Ohio; filed December 17, 1895; serial No. 185,923. (No model.)

542,964. Bicycle stand; Nevin B. La Fevre, Littlestown, Pa.; filed November 26, 1894; serial No. 529,950. (No model.)

Designs.—24,482. Tray for bicycle cases; Marx Garlic, Philadelphia, Pa.; filed October 30, 1894; serial No. 527,489. Term of patent fourteen years.

A Water Bicycle Tour.

Wallace Sherwood, of Indianapolis, is preparing to take a trip on a water bicycle from Indianapolis down the White, Wabash, Ohio, and Mississippi rivers, along the Gulf and Atlantic coasts to New York; thence via the Hudson river, Lake Champlain, Sorrel and St. Lawrence rivers to the great lakes; thence by way of the lakes to Chicago. The time required to make this trip can not be estimated with any degree of accuracy, but will cover the greater portion of a year. The water bicycle will consist of two boats, fifteen feet long, fourteen inches wide, and eight inches deep. These boats will be fastened about four feet apart by cross bars, and propelled by a paddle wheel driven like a bicycle. The start will be made about September 1.

Oiling Nuts and Bolts.

There is a very general but mistaken impression among cyclists that oil on a nut or bolt makes it loosen with vibration. Oil makes a bolt enter freer and enables a nut to be screwed home tighter; but once secured it does not tend to loosen it. On the contrary, a nut or bolt will remain more firmly fixed if oiled than one which has been screwed home dry. This is particularly true of the small bolts holding split-ended cranks. Indeed, the bolt should never be screwed up tight unless it has previously been dipped in oil.—*Irish Cyclist.*

$10 Reward

For recovery of an Eclipse bicycle, nearly new, steel rims, M. & W. tires, one pedal shaft repaired, seat cut off making it short and hard to ride on, direct saddle post. This wheel was stolen from our store by one Alfors, supposed to live in Chicago.—BENGTSON BROS., 617 7th Street, Rockford, Ill.

Kennedy Bros., one of the oldest and best known bicycle firms in the northwest, have been forced by the demands of their large and increasing business to find more commodious quarters, and they have accordingly abandoned the place in which they have done business for so many years and moved to a new and elegant store on Nicollet Avenue, Minneapolis.

A decision has been reached in the case of the Indiana Novelty Mfg. Co. in its suit against Louis Rastetter & Son, of Fort Wayne, Ind., sustaining the Harrington patent on wood rims. Rastetter & Son have taken out a license under the patent, and are now manufacturing under the Harrington patent owned by the Indiana Novelty Mfg. Co.

The Lodge & Davis Machine Tool Co., of Cincinnati, has just issued a large handsome poster printed in four languages—English, French, Spanish, and German—illustrating its various lines of engine lathes, milling machines, planers, drill presses, shapers, screw machines, etc. This poster will be mailed to any address on application.

The Czar Cycle Co. took hold of the business of E. B. Preston & Co. last Monday, and thirty-five men are now busily engaged in turning out Czar bicycles at 415-417 Fifth Avenue. The new '96 models will be ready in three weeks. The new concern expects to do a big business next year.

The Gormully & Jeffery Mfg. Co. is about to increase its plant, erecting an addition to the new building on the southeast corner of Franklin and Pearson streets.

Morgan & Wright are about to erect a big addition to their factory. A new five-story and basement building will be added to their already immense plant.

"Zimmerman Abroad and Points on Training" for sale by all news dealers, or send 50 cents to J. M. Erwin, Room 906, 218 La Salle Street, Chicago. * * *

FISHING AT CEDAR LAKE.

There is no place near Chicago where a pleasanter outing can be spent than at Cedar Lake, Ind., thirty-eight miles from Chicago on the Monon Route. The fishing this season is better than ever before. Hotel accommodations are first class in every respect. Good boating and bathing. Rest and recreation, health and pleasure. Elegant picnic grounds. For particulars call at City Ticket Office, 232 Clark Street, Chicago, Ill.

SUMMER TOURIST RATES.

The North-Western Line (Chicago & North-Western R'y) is now selling excursion tickets at reduced rates to St. Paul, Minneapolis, Duluth, Ashland, Bayfield, Marquette, Deadwood, Dakota, Hot Springs, Denver, Colorado Springs, Manitou, Salt Lake City, and the lake and mountain resorts of the west and northwest. For rates and full information apply to agents of connecting lines. Illustrated pamphlets, giving full particulars, will be mailed free upon application to W. B. Kniskern, G. P. & T. A., Chicago & North-Western R'y, Chicago, Ill. 1

WHEELMEN, REMEMBER.

That when you take a run along the Hudson River, or through Hudson, Bergen, Rockland, Sullivan, Orange, or Ulster counties, or up New York state to Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis, and the west, the West Shore Railroad is the only line that carries your wheel free and charges you less for passage than any other line. Adjacent to the line of this road there are many beautiful runs and tours. Some of the finest constructed roads run parallel to the lines of this company.

A VALUABLE COMPENDIUM.

"The Cyclist's Handbook," issued by the America Wheelman Publishing Co., 23 Park Row, New York, is one of the most valuable compendiums of racing ever published. Just at this time, when racing has just begun and the riders are training, this handbook will prove invaluable. It gives sketches of all the racing men with their modes of training, as well as their records. It also gives information on how to run race meets, with full instructions to all the officials. The price is only 10 cents prepaid, and it should be in the hands of every racing man and lover of the sport. Stamps or silver accepted. * * *

WEST BADEN AND FRENCH LICK SPRINGS.

Commencing Wednesday, May 15, and continuing every Wednesday and Saturday night thereafter, a special sleeping-car will be run direct from Chicago to West Baden and French Lick Springs, via the Monon Route, returning Thursday and Sunday nights.

Tickets and sleeping-car reservation at City Ticket Office, 232 Clark Street, Telephone Main 174.

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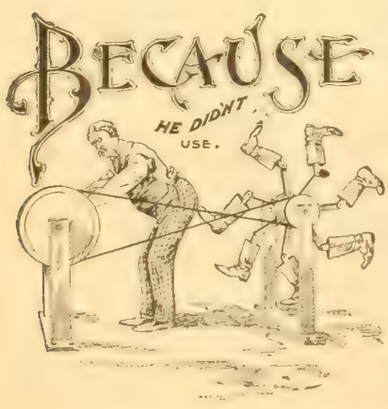
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